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TOPICS OF THE DAY.

At the worst period of the Crimean War an illustrious personage ventured to remark that representative institutions were then on their trial. The result probably disappointed the expectations of the Royal orator, for they not only passed unimpaired through the fiery ordeal to which they were subjected, but came forth with renewed youth and vigour. Democratic institutions are now exposed to a similar test on the other side of the Atlantic; but at present, at least, a very different consummation seems likely to be attained. In the first place, President Lincoln himself is evidently unequal to the emergency. "Old Abe" is not the man his friends predicted he would show himself to be. He has proved equally incapable of taking the initiative and of making a firm stand against the *ardor civium praestant jumentum*. Impelled by the clamours of an ignorant and licentious press, he forced the hand of his own Commander-in-Chief, and caused a battle to be fought under every possible disadvantage. More recently he is reported to have again acted contrary to his own judgment in affixing his signature to a proclamation offering freedom to all slaves who shall join the ranks of the Federalists. At the risk of alienating Kentucky, he has thus given the signal for a servile war, and has sanctioned all the atrocities that are usually perpetrated in a struggle of that nature. But a Democracy with a feeble Executive is the most powerless of all forms of government. With its multitude of counsellors, virtually irresponsible, it is utterly incapable of combined and resolute action, unless the head of the Executive Department has courage and character enough to assume the functions of a dictator. It may undoubtedly be objected that a dictatorship is the ordinary prelude to an empire, in the strict sense of that word, and that, although the State may be saved, the Democracy will be lost. But this very objection goes to prove that the experience of mankind has discovered that in critical periods where union and promptitude are needed, there must be but one head, one ruler, who can keep his left hand in ignorance of what his right hand purposeth to do. Another rock on which a democracy is certain to be wrecked, is financial extravagance on the part of the magistrates united to a practically dishonest impatience of taxation on the part of the people. We have an apt

illustration of this fact in the reckless expenditure of the Federal Government, which is spending at the rate of nearly two millions a week on the one hand, and, on the other, is obliged to borrow money at 7 per cent because the sovereign people refuse to be taxed. It is evident from all this, that although democratic institutions will not save a nation from rushing blindfold into hostilities, they are wholly unsuited for the conduct of subsequent operations, and cannot be preserved in their integrity without heavy loss and disgrace to the country.

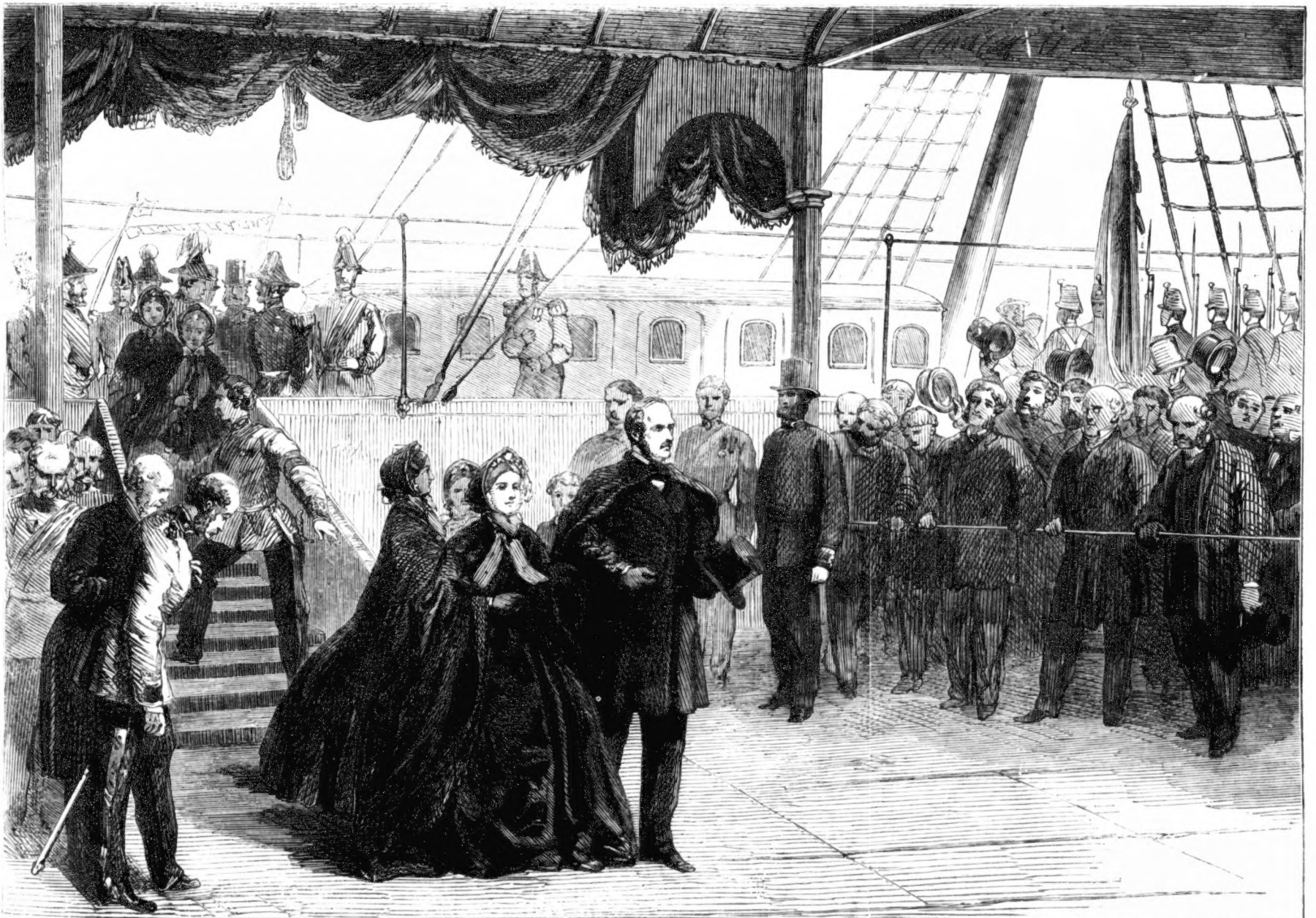
Another "little war" is imminent, if, indeed, it has not already commenced. Scarcely has peace been concluded with one of the native tribes of New Zealand, when war is announced to have broken out against the entire population of the northern island. The cause of the rupture is said to be the treasonous conduct of the New Zealanders in choosing one of themselves to judge them and rule over them, contrary to their oath of allegiance to Queen Victoria. But this election of a King took place four years ago, and, so far as it appears, has never hitherto drawn forth so much as a protest from the British Government. Suddenly, however, we hear of hostile movements and of a fixed determination to punish the audacity of those disloyal subjects of the Crown. The true solution of the mystery may, perhaps, be found in the circumstance that there are at this moment seven regiments of infantry and a battery of Armstrong guns in the island—a larger military force than was ever before at the disposal of the local Government. The consciousness of power is very apt to lead to its abuse; and we cannot but think that Colonel Gore Browne has been unable to resist the temptation of using the means of coercion so invitingly placed within his reach. It is also, unhappily, a received truth that the civilised man and the semi-civilised barbarian cannot exist side by side on terms of equality. The moral superiority of the former attests itself by physical triumphs, and conquest is invited by the facility of victory. It was at one time the fashion to charge the subjugation of India to the cupidity of the East India Company, and to its failures in commerce was ascribed its good fortune in blundering upon an empire. The marvellous success of those merchant princes might more justly, however, have been

attributed to the inevitable law of nature which gives to the European the mastery over all other races upon the habitable globe.

If the *Moniteur* be not a *Menteur*, Mr. Roebuck has placed himself in an unpleasant dilemma by asserting his positive knowledge of the existence of a convention between France and Italy, in virtue of which the Island of Sardinia was about to be exchanged for the Eternal City. In this case the denial of the French official journal derives substantial corroboration from the personal character of Baron Ricasoli. That high-minded Minister has pledged his honour that no such negotiations would, under any circumstances, be entertained; and to all reasonable men this assurance should be abundantly satisfactory. Far be it from us, however, to impute to the honourable and learned member for Sheffield any wilful misstatement of facts or any improper desire to mislead his constituents. No doubt he was himself deceived, his recent intercourse with Imperial personages having lulled his former wariness and rendered him careless in sifting assertions from proofs—truth from falsehood. But an old watchdog that takes to merely baying the moon, or seeks to be petted and caressed like my lady's lapdog, is by no means an agreeable spectacle for either gods or men. "Tear'em" has barked so long and so loud that we begin to fear it may have happened to him as to the talkative and toothless old hag of the Roman satirist, and that it may now be asked—

What shall we of toothless Tear'em say,
But that his tongue has worn his teeth away?

Who killed Cock Robin? Not the sparrow, it seems, with his bow and arrow—but the "gentlemen sportsmen" of France, with pointer and fowlingpiece. Very fatal to that "affectionate little songster" was the remark of the French naturalist that it was "eaten with crumbs of bread." Our lively neighbours do nothing by halves. With equal earnestness, with an equal sense of enjoyment, they will smoke an Arab tribe to death in a cavern, or knock over poor Cock Robin on the top of a raspberry-cane. With equal zest and with an equally exquisite flavour of glory they will commit a razzia in the poultry-yard of a defenceless villager; or, in pursuit of "le sport," bag a tomtit or a tiny wren. But it now appears that



HER MAJESTY'S VISIT TO IRELAND.—THE QUEEN, PRINCE CONSORT, AND ROYAL FAMILY LANDING AT THE CARLISLE PIER, KINGSTOWN.

these slayers of smallbirds have carried their destructive propensities somewhat too far. They have destroyed the antidote, and spared the bane. In the absence of their natural enemies, insects of all kinds have multiplied to such an extraordinary extent that the protection of a paternal Government is solicited, alike for vineyards and cornfields, for forests and orchards. In his country, too, gamekeepers are accused of displaying more zeal than judgment in exterminating polecats, weasles, and owls, while they allow rats and mice to pursue their ravages with impunity; so that man, with all his wisdom, will do better to co-operate with, than to oppose, Dame Nature.

Though no Bishop has yet been "translated" by a railway accident, a sufficient number of the laity must have suffered by this time to justify some more stringent interference on the part of Government. A butcher's bill as long as that furnished by an American battle is too serious a matter to be condoned in the usual manner by pecuniary compensations. A verdict of manslaughter might fairly be returned against any board of directors that start heavy trains at intervals of ten minutes, trusting to chance for the avoidance of accidents. The public themselves are scarcely less culpable in submitting to such hazardous arrangements.

THE QUEEN IN IRELAND.

THE LANDING AT KINGSTOWN.

In our last we briefly chronicled her Majesty's journey to and arrival in Ireland, closing our account with the intimation that her Majesty had landed safely at Kingstown between eleven and twelve o'clock on the 22nd, and at once proceeded by rail to Dublin. We now give an engraving showing the scene when the Queen and the Royal party set foot on Irish soil, together with fuller details of the occurrences on the occasion, as well as of the subsequent movements of her Majesty and party.

All through Wednesday night the most perfect quietude reigned at Kingstown. The Queen had retired to her cabin shortly after leaving Holyhead on Wednesday, and did not again appear on deck until Thursday morning, at eight o'clock, when the ships of war saluted the Royal standard. About this time a few stragglers began to assemble on the pier, and something like activity was observed among the officials ashore, who, with the aid of about a dozen carpenters, appeared to be improvising a sort of landing-stage at a spot where a limited space had been covered with raised seats. There was, however, no disguising the one fact, and that was the total absence of anything like the amount of excitement usually occasioned by a Royal visit. A stranger could not help asking himself "Where are the loyal citizens of Dublin this morning?" and "What can be the cause of this apparent apathy at the presence of the Sovereign in their capital?" If this question were put to any person well informed on the facts, the answer must be that, for some unexplained cause wholly unauthorised by her Majesty, it has been so pertinaciously insisted upon by the local press that the Queen desired perfect privacy on the occasion of her present visit, that any exhibition of ordinary loyalty on the part of her Irish subjects would have been considered ill-timed and out of place. This feeling has been carried to so ridiculous an extent that scarcely a flag was exhibited at Kingstown, except upon the Queen's ships, which were dressed from stem to stern, as usual, thus giving the flattest contradiction to the "wet-blanket" absurdities which the Dublin citizens have had placed upon their breakfast-tables every day during the last fortnight. It is quite true that for many months past her Majesty has lived in comparative retirement, owing to the heavy domestic sorrow she sustained early in the present year; but there must be an end to grief, even of the most poignant character, and the Irish people might rather have been tutored to receive as a compliment to themselves her Majesty's presence in Dublin on almost the first occasion of her reappearance among her subjects.

At nine o'clock the pier-head and jetties began to assume a more animated appearance, and a few persons, furnished with tickets for the raised seats, made choice of their positions to witness the Royal disembarkation. There was nothing like crowding, however, and at any moment ample room might have been found in the reserved places for 300 or 400 more spectators. At a quarter past ten o'clock a special train, with a handsome saloon-carriage, prepared for the use of the Queen, arrived from Westland-row, conveying his Excellency the Lord Lieutenant, the Earl of Carlisle, with Lord Otho Fitzgerald, his Lordship's Chamberlain; Captain Marshall, Master of the Horse; Captain Cockerell and Captain Gore, Aides-de-Camp, and other officers of the Viceregal suite. Sir Robert Peel, the new Secretary for Ireland, arrived by the same train.

Just previously a guard of honour, composed of 100 men of the 19th Regiment, with band and colours, had taken up their station on the pier. Almost immediately after the Lord Lieutenant's arrival at Kingstown, the Queen commanded his presence in the Royal yacht, and the noble Earl proceeded on board in the barge of the Victoria and Albert, which was sent for him in charge of a Lieutenant. The Royal yacht was now let go from her moorings, and brought with great care alongside the jetty at a point where a small gangway thrown across was sufficient to connect the yacht with the shore. While this was being accomplished, her Majesty remained in conversation with the Lord Lieutenant in the roundhouse on deck, the Prince Consort, with Princesses Alice and Helena and Prince Alfred, forming part of the group. As soon as the gangway was thrown across, a Mr. Chambers (who it was understood was chairman of the Town Commissioners of Kingstown) was permitted to go on board to present an address to her Majesty from that body on her arrival in Ireland. The introduction, presentation, and retirement of Mr. Chambers occupied scarcely a couple of minutes. Sir Robert Peel was next summoned to the Royal presence, and had a very gracious reception from the Queen. All being now in readiness for the Royal disembarkation, the Queen stepped ashore, resting on the arm of the Prince Consort. Her presence was the signal for a genuine outburst of cheering from the few spectators present. As her Majesty put her foot on Irish ground the ships-of-war manned yards and fired a Royal salute, the guard presented arms, and the band played the National Anthem.

The Queen, bowing graciously to the spectators, entered the saloon-carriage with the Prince Consort, and the other members of the Royal party having taken their places, the train proceeded rapidly to Dublin. The Lord Lieutenant accompanied her Majesty, and on reaching the Westland-row station took leave, and hastened forward with his Aides-de-Camp to receive her Majesty at the Viceregal Lodge.

ARRIVAL IN DUBLIN.

A guard of honour of the 87th Regiment received the Queen at this point of her journey, and a detachment of the 15th Hussars were in attendance to form the Royal escort through the city. A great many persons had assembled in Westland-row, near the station, and when the Queen appeared there was a hearty cheer from the crowd. Her Majesty was considered to be looking remarkably well, though the deep mourning she wore was not calculated to improve her good looks. Princess Alice had become a woman since her last visit in 1853; and Princess Helena's pretty face, now blushing into girlhood, awakened the loyalty of every heart. The young Prince Alfred came in for a large share of observation, his gallant, sailor-like bearing being much admired.

The Queen was conducted to an open landau by the Hon. George

Handcock. The Prince Consort, Princess Alice, and Prince Alfred rode with her Majesty. Princess Helena followed in a second open carriage, conveying Lady Churchill, the Hon. Miss Stuart Wortley, and Colonel the Hon. Sir C. B. Phipps; and the rest of the party followed in other carriages.

As her Majesty left the station the band of the 87th Regiment played the National Anthem, and there seemed likely to be a little enthusiasm in the reception from the cheers which greeted the progress of the Royal party through Westland-row. After passing into Leinster-street, however, the rain, which had hitherto only threatened, began to fall heavily, and the speed of the Royal cortege was so much quickened that all subsequent demonstrations were silenced, and the Royal party proceeded through Grafton-street, Nassau-street, Westmoreland-street, and on by the banks of the Liffey to the Phoenix Park, amid the respectful salutations of the citizens, but unaccompanied by any outburst of loyalty. The Nelson Monument in Sackville-street was surmounted by the national standard. Here and there a union jack was discovered along the line of route, but flags were decidedly the exception to the rule, and those who had had the temerity to disregard the warnings of their diurnal instructors seemed to have done so with a sort of sense that they were braving public opinion.

Her Majesty arrived at the Viceregal Lodge at twelve o'clock. The Lord Lieutenant conducted the Queen from her carriage, and, after receiving the Royal commands, left for Dublin Castle, where he has taken up his residence during the Queen's sojourn in Dublin.

At two o'clock his Royal Highness the Prince of Wales arrived from his quarters at the Curragh at the Viceregal Lodge, on a visit to his illustrious parents.

THE ROYAL PARTY IN DUBLIN.

The afternoon of the 22nd was very wet, and her Majesty did not leave the lodge until four o'clock; but at that hour, notwithstanding the lowering appearance of the clouds, the Royal carriages were ordered, and the Queen, accompanied by Princesses Alice and Helena, and attended by General Grey, took a drive, proceeding by the Conyngham road through the valley of the Liffey to Lucan, returning by the Phoenix-gate to the Viceregal Lodge. The route taken by her Majesty was through one of the most delightful parts of the suburbs of Dublin, and where the Royal party were recognised her Majesty was received with every possible mark of respect and welcome.

At half-past three o'clock the Prince Consort, accompanied by the Lord Lieutenant, Sir Robert Peel, and Lord Otho Fitzgerald, drove out, and visited successively the exhibition of pictures and works of art and virtu now open in the Royal Dublin Society's House, the Kildare-street new Clubhouse, and Trinity College. At the latter place the Prince was received by the Ven. the Provost, Mr. Macdonald, who conducted his Royal Highness to the new lecture-hall, recently completed from the designs of Sir Thomas Deane, and thence through the gardens to the famous library of the college, which has also undergone great improvement, in the substitution of a fine circular timber roof in the place of the original flat ceiling, which existed when the Prince visited the library with her Majesty in 1849, on the occasion of the Queen's first visit to Ireland. Dr. Todd, assistant librarian, was in attendance at the library, and pointed out to the Prince the improvements and additions made since his Royal Highness's former visit. On leaving the college the Prince honoured the Albert Agricultural Institution with a visit, and returned to the Viceregal Lodge at six o'clock.

The Queen's dinner party was confined to the Lord Lieutenant, the Duke of Wellington, and Sir Robert Peel, in addition to Princess Alice and the gentlemen and ladies accompanying her Majesty to Ireland.

At half-past five o'clock the Prince of Wales, accompanied by his brother, returned to the Curragh, where Prince Alfred remained until Saturday on a visit at the quarters of the Prince of Wales.

The Prince Consort went to the Curragh on Friday forenoon on a visit to the Prince of Wales, and shortly after his return the Queen, accompanied by the Lord Lieutenant and Lady Churchill, drove at a slow pace through the principal thoroughfares of the city. Princesses Alice and Louisa and Prince Alfred accompanied her Majesty in a second Royal carriage. The Queen was everywhere received with the most loyal demonstrations by the spectators, who, in some parts of the city, had assembled in considerable numbers. The Royal party returned to the Viceregal Lodge at six o'clock.

On Friday the Lord Mayor presented to her Majesty the address of the Corporation of Dublin, which was graciously received. Several leading manufacturers and tradesmen have waited on the Queen by command, with specimens of the products of Irish art and industry, from whom her Majesty made very large purchases of poplin, tabinet, and other fabrics, for which this division of her kingdom is celebrated.

HER MAJESTY AT THE CURRAGH.—GRAND REVIEW.

Thousands assembled at an early hour on Saturday in the park and all the approaches to the Great Southern and Western Railway to witness the departure of her Majesty and the Royal party for the Curragh. Shortly before ten she arrived at the terminus. She was accompanied by the Prince Consort, Princess Alice, Princess Helena, Prince Alfred, the Lord Lieutenant, and a numerous suite. The Royal party was received by the chairman of the company, Mr. William Haughton, and proceeded at once. Great crowds of ladies assembled on the platform, and the Queen was most warmly greeted on her way from the park to the railway, immense numbers having proceeded to the Curragh to witness the review.

The Royal party arrived at the Curragh Camp at eleven o'clock, and were received with a Royal salute of twenty-one guns. Close under the camp, but at a considerable distance from the stand, an immense space had been roped off, within which the troops stood to their arms to receive the Queen and perform the preliminary manoeuvre of marching past. The whole force numbered close upon 12,000 men, a respectable little army, but occupying a very small space indeed on the vast plains of Kildare. Quantity, however, was quite made up for by quality, for a finer body of men and horses never assembled on a parade-ground.

The "march past," which took place immediately after the reception of the Queen, was a remarkably beautiful spectacle. First came the artillery, perfect in all appointments, horse and foot, and with a tread measured to appropriate music from the assembled bands. Then the cavalry, headed by the 1st Royals, the pride of the "heavies," their silver helmets glistening in the timid sunbeams which had burst out on her Majesty's arrival, but which now showed an ominous disposition to retire at the earliest possible opportunity.

Hardly had the artillery passed when the rain came down in torrents—a genuine Curragh "shower;" and it was quite moving to see the hapless infantry stooping to the storm, and charging against an enemy that would take no repulse. Her Majesty for a few minutes used an umbrella, but the rain was so solid and the wind so strong that it gave but slight protection, and after a short interval, and with evident reluctance, she ordered the carriage to be closed. The Prince Consort, in his field-marshal's uniform, and Prince Alfred, in his midshipman's dress, sat out the storm, which lasted more than an hour, without moving an inch or even turning their backs to its fury. They were completely saturated, and so also, of course, was the Prince of Wales, standing exposed on the hilltop, at the head of his company of Grenadiers. When such an example as this was set by the Royal family, it is, perhaps, needless to say how it was imitated by their Staff and the great crowd of ladies and gentlemen on horseback who were near the flagstaff. Nobody moved, though the rain was pouring from uniforms and riding-habits, and it appeared as if the very drenched condition of every one was rather a source of merriment than annoyance. The band played appropriate tunes for every regiment, and the rain beat an ad libitum accompaniment against the umbrellas during the whole of the slow time. Happily,

the sky then broke, and the "quick time" and "the double" went off with splendid effect. The sham-fight then commenced. The infantry formed a splendid line, nearly a mile long, and advanced; then skirmishers were thrown out, volleys were fired, and batteries were brought up in support. The great guns boomed, and the people ran away scared in every direction. But, as it happened, there were many carriages, the horses of which, on the first sound of cannon, had manifested the liveliest disposition to get out of their traces, or, failing this, to kick the vehicles to which they were attached to pieces. They had accordingly been removed; though the carriages, unfortunately, remained behind. Before these obstacles the mounted police sent to clear the way stood perfectly aghast. They could not take up the carriages, and there was evidently no other way of getting rid of them. Everybody laughed, orderlies shouted, trumpets blew, and officers rode forward to reconnoitre the position, but it was perfectly impregnable to cavalry. So "All the Queen's horses and all the Queen's men" were baffled, and the squadron had to crumple themselves up and turn away as they best could from the resistance of some cars' loads of ladies. In the meantime the infantry had gone at it in earnest. The action was general, and had spread along the whole line. An imaginary enemy was driven about and ultimately driven in; and, as the tendency of the battle was towards the Grand Stand, the mass of spectators converged to that point also, where it was understood that the culminating manoeuvre would be exhibited. The grand army rapidly approached the stand. On one side the artillery thundered, on another the infantry came on at the double. Then both seemed to melt away and to make room for the splendid cavalry, who came on in galloping columns, and wheeled, and formed squadrons, and broke into line, forming a succession of the most brilliant pictures in the afternoon sun. Every one knew what was coming, and every one hurried out to the ropes. It was the grand charge of cavalry which was supposed to decide the fortune of the day. The six regiments wheeled into a splendid line on the extreme left, extending nearly a mile in length, and, as the advance rang out from troop to troop, came sweeping over the Curragh at a trot, pouring down between the glades and hills—an avalanche of horsemen. Emerging through the hollows and clumps of furze, the great line still poured on till the open was reached, when the trumpets sounded the "gallop," and immediately after the hoarse and long-reiterated cry of "Charge!" was heard even over the clatter of their advance. Away they went with a fierce shout, squadron after squadron and regiment after regiment—an awful line of glittering sabres and half-frantic horses, all pouring desperately forward with a muffled noise like subterranean thunder, and scattering the turf into the air behind them. It was a grand sight as the whole mass dashed up the hill glittering like a great wave of steel, and with a might as resistless as destiny.

With this great and splendid movement the fight terminated, and the whole force then fell back in masses, and formed at the foot of the ridge on which they had assembled in the morning, and to which her Majesty also returned. The entire army then advanced in line, in splendid order, till they were within a short distance of the Royal party, when by a simultaneous movement arms were presented and colours lowered in a grand Royal salute, which was given with a most impressive effect.

The sham-fight concluded at two o'clock, when her Majesty and the Prince Consort proceeded to the quarters of the Prince of Wales, where they partook of luncheon, and then returned to the Viceregal Lodge, Dublin, where they arrived shortly before six o'clock, amid the reiterated cheering of those who lined the route.

THE CAMP ON THE "CURRAGH OF KILDARE."

This magnificent plain comprises about 5000 acres of fine undulating pasture land. Until 1855, when it was selected as the locality for an important military encampment, forming the headquarters of the south-eastern district, the Curragh was chiefly known from its celebrity as a racecourse, and the "four-mile flat" has a fame with Irish sporting gentlemen equal to the Derby course in England. The sports are still kept up in April and August each year, when the Dublin people have great gala days; but the place has now become so important as a military station that its former celebrity as an arena for horse-racing is fast merging into its more useful character as a great military dépôt. The "Curragh of Kildare," as it is called from the county in which the plain is situated, extends from east to west nearly six miles, and from north to south about two miles. It commands on the one side a fine view of the Wicklow mountains, and on the other the Hill of Allan, overlooking the celebrated bog, towers far above the surrounding landscape. It is traversed by the Great Southern and Western Railway, which intersects the plain, and places the camp in direct communication with every part of Ireland. The Irish Volunteers in 1783, and, later, the United Irishmen in 1804, made it a place of rendezvous, and in earlier and less happy ages of Hibernian history it has been the scene of important national conflicts. The present camp is laid out upon a ridge, falling with a gentle declivity on each side into the plain, and admirably arranged for drainage. It possesses a Protestant and Roman Catholic church, a post office, a theatre, a racket court, two military hospitals, a butchery, and a most complete system of water works, by which every square in the camp is kept constantly supplied with 10,000 gallons of the purest spring water. The general strength of the camp is about 10,000 men, divided into one cavalry brigade, embracing the troops at the adjoining cavalry station of Newbridge, three miles distant, as well as those quartered at the Curragh, and three brigades of infantry, with artillery, military train, &c.

THE QUEEN AT KILLARNEY.

The Royal train left Dublin on Monday at 12.55, and arrived at Killarney at 6.30 p.m. At all the stations along the line great crowds assembled, who greeted the Royal party with loud cheers as the train passed. Vast crowds gathered in the vicinity of the railway station at Killarney to have the earliest opportunity of seeing and hailing, as they were eager to do, their gracious Sovereign. Lord Castlereagh, accompanied by a number of the notabilities of the district, was in waiting to receive her Majesty, and conducted her to Killarney House, the seat of his Lordship. The reception which her Majesty received in Killarney was of the most enthusiastic character—crowds of cheering and cheerful peasant, flags, bands of music, triumphal arches, and illuminations testifying to the satisfaction with which the people received the visit of royalty.

THE DAY UPON THE LAKES.

Her Majesty spent Tuesday upon the lakes. At twelve the Royal party embarked at Ross Castle, amidst the cheering of thousands, and in the presence of an immense flotilla of boats that formed the train of the Queen's barge during the day. The mists were on the mountain-tops, but in about two hours cleared gradually off, and the remainder of the day was as fine as has been known for years.

After rowing round Innisfallen, and coasting under the Toomies and Glanna Mountains, the Royal party landed at one o'clock at Glana. After a short excursion through the demesne they sat down to a magnificent déjeuner at Glana Cottage. The stay at Glana was an hour and a half. The bay was crowded with boats, and cheers again rang forth which awoke the echoes. After re-embarking, the procession of boats, the Royal boat leading, went through the middle of the Torc Lake, threaded the well-known long range, past the Eagle's Nest, into the upper lake, en route to Derry Cunnily. This point was reached at four o'clock, when the Queen and party landed and partook of tea. On the return the boats passed through the Muckross Lake and under the old Weir bridge through the lower lake to Ross Island, where they landed amid renewed acclamations.

Her Majesty spent a most agreeable day, and she appeared all through to be greatly delighted. So charmed was the Queen that she stayed on the lakes nearly two hours beyond the time fixed.

On Wednesday morning the Royal party, attended by Colonel Herbert, drove round Dinis Island, and other portions of Muckross

demeanor. They visited Torre Lake, to witness the stag hunt intended by Colonel Herbert to take place. There was a great assemblage of boats crowded with respectable people, who loudly cheered her Majesty. The Queen remained on the lake till six, and the State barge went repeatedly through the flotilla of boats. The Prince of Wales and Prince Alfred rowed about in a race gig. A stag was started, but all the efforts of men and hounds (Maurice O'Connell's pack) failed to drive the stag into the lake. After six the Queen returned to Muckross Abbey.

Foreign Intelligence.

FRANCE.

The Emperor left on Wednesday evening for Biarritz, accompanied by the Prince Imperial.

The *Moniteur* of Monday contains the following:—"Mr. Roebuck has recently affirmed that he knew of the existence of a convention by which the island of Sardinia would be eventually ceded to France. We give a formal denial to this assertion. Not only does such a convention not exist, but even the thought of entering into negotiations on this subject with the Cabinet of Turin has never occurred to the Emperor's Government."

The *Pays* says it is not true that the French Government had given to the Ambassadors an assurance that it would maintain the occupation of Rome.

The opening of the Conseil General for the department of Puy de Dôme took place on Tuesday, under the presidency of Comte de Morny, who, in his opening speech, which treated only of home questions, said:—"The interior embarrassments of almost all the Powers, and, above all, the words of the Emperor Napoleon, remove all apprehension of any war breaking out in which France could be engaged. France must direct her efforts towards labour."

It has been determined to make a large addition to the number of officers and men in the French Marine, so as to make the personnel of the Navy commensurate to the increase of the matériel—that is, that there should be men enough to man the ships in commission.

The *Patrie* has news from Madagascar to the 15th of July, announcing that the Queen was seriously ill, and that great agitation prevailed in the island. France, it is asserted, has claimed a protectorate over Madagascar.

A rumour is current that a new pamphlet by M. de la Guéronnière will shortly be published, intended to prepare the public for the solution of the Roman question.

PORTUGAL.

The Government has authorised the admission of foreign grain into Portugal. This measure has received the approval of the Cortes.

The nuptials of the Infanta Donna Antonia with the Prince of Hohenzollern are fixed for the 12th of September. One of the Royal palaces is being prepared for their reception.

Lisbon and the provinces continue quiet. The recent tumults in St. Ubes appear to have ended; there seems, however, to be a general feeling of dissatisfaction among the people, and it is not improbable that when the time comes for the collection of the new taxes there will be a more serious repetition of the late disorders.

The Marquis di Bulla, representative of the kingdom of Italy, has arrived in Lisbon, and been received by the King, who decorated him with the order of Christ, in token of the friendly feeling his Majesty entertains towards Italy.

SWITZERLAND.

The Federal Council is negotiating with the Belgian Government for the conclusion of a treaty of commerce with every prospect of success.

The proposals of the Italian Government in reference to the Ticino bishopric not being acceptable to the Federal Council, the latter has resolved upon the temporary suspension of the conferences on this question.

ITALY.

The *Opinione* of the 27th publishes a despatch from Arezzo announcing that 500 Papal Zouaves had assembled on the frontier, apparently with the intention of penetrating into the Italian territory. Measures had been taken to drive them back. General Brignone, apprehending an invasion of the territory near Perugia by bands of brigands, has reinforced the troops on the frontiers.

The *Nazione* publishes a despatch from Rome, dated the 23rd inst., stating that a band of 500 reactionists had set out from Rome in the direction of the Tuscan frontier.

The news from Naples consists almost entirely of notifications of the movements of brigands, or of their defeat and dispersion at various points. It would seem, however, that Neapolitan brigands are somewhat catlike—they are always being killed, and yet still have plenty of life in them. It is to be hoped that the Italian Government and its representative, General Cialdini, will ere long succeed in really destroying brigandage in the South.

General Cialdini has addressed to the municipality of Naples a letter in reference to the approaching celebration of the anniversary of Garibaldi's entrance. Cialdini speaks of the Italian hero in language of warm and enthusiastic admiration, which will be read with all the more interest when the former difference between these two distinguished men is remembered. Cialdini is, indeed, in every way striving to prove to the more advanced Liberals of Naples, that their zeal and their value are not ignored by the Italian Government. It is now announced as certain that Garibaldi will not visit Naples on the anniversary of his entry into Naples.

Francis II. recently made a speech at the Villa Patrizi in which he boasted of large promises having been made by the Emperor Napoleon, and declared that he was convinced of the certainty of the early triumph of his cause.

The brother of the ex-Grand Duke of Tuscany was expected at Rome in order to marry the second sister of Francis II.

AUSTRIA AND HUNGARY.

The Hungarian Diet was dissolved on the 22nd, when the following message was read from the Emperor:—

"Seeing that the Hungarian Diet has not obeyed the requests which have been addressed to it, and that we can hardly expect any further beneficial action from a Diet which, to the great disadvantage of all concerned, so entirely misunderstands its highly important mission in such difficult circumstances as to declare the way to be absolutely closed against any possible arrangement, because its demands, which in their extent exceed the bounds of admissibility, could not be acceded to, we find it necessary to dissolve the present Diet. We at the same time reserve to ourselves the right of assembling a new Diet, possibly within six months from this time."

On the 23rd a communication was made to both Houses of the Reichsrath, in the name of the Emperor, explaining the difficulties created by the Hungarian Diet in insisting on the re-establishment of the laws of 1818, and the inadmissible form in which this demand was made:—"These laws encroach upon and prejudice the rights of the other nationalities of the Austrian empire." The Emperor announces his intention of maintaining the fundamental laws of the 20th of October and 26th of February last, because he considers the unity of the monarchy as the inviolable basis of the indivisible empire. His Majesty further declares that, "should Hungary not take part in the General Council of the Empire, the resolutions adopted by the latter will nevertheless be binding upon the whole empire." The Emperor places his confidence in the new Hungarian Diet, and finally declares that instructions have been dispatched to Hungary for the maintenance of order, in carrying out which, however, moderation will be used, unless the employment of rigorous measures be forced upon the Executive. Both Houses voted an Address, though not without opposition, approving of the course the Emperor has pursued.

Two circulars addressed by the Hungarian Chancellery to the Obergespanns of Hungary have been published. One of the circulars contains the assurances of the Emperor's intention to maintain the Hungarian Constitution intact. In the other hopes are expressed that the public mind will remain tranquil until the assembling of the new Diet, and that the attitude of the people will be such as to render a reconciliation possible. The Emperor also solemnly declares that he has no intention of incorporating the Hungarian Crown lands with the Crown lands of the Austrian empire, but that he wishes to maintain the self-government and independence guaranteed to Hungary by the Imperial rescript of 1790.

St. Stephen's Day has been celebrated in various parts of Hungary with great enthusiasm, notwithstanding the attempts made by the Government officials to prevent any demonstration in honour of the memory of Hungary's most popular King. A collision between the military and civilians took place at Arad on the evening of the St. Stephen's Day on account of national airs having been sung by the populace. Five of the people were wounded on the occasion.

The Assembly of the Comitatus of Pesth has declared its determination to cease to collect the taxes, considering that they are illegally imposed by the Government. The functionaries of the Comitatus have consented to a reduction of their salaries. The expenses of the Comitatus will be covered by voluntary contributions, and by the issuing of bonds.

Three hundred thousand copies of the second Address of the Hungarian Diet, drawn up by M. Deak, have been printed for circulation throughout Hungary, and translated into all the spoken dialects of the populations subject to the Crown of St. Stephen.

A great popular demonstration took place in Pesth on the 26th. The people shouted "Deak for ever!" "Hungary for ever!" Order was not, however, disturbed.

A proposition was submitted to the Croatian Diet on the 27th to the effect that it should protest against that part of the communication made in the name of the Emperor to the Reichsrath which declared the latter competent to pass resolutions which should be binding on the provinces not represented therein, as a violation of the Pragmatic Sanction.

POLAND.

There has been a demonstration in Poland on occasion of the anniversary of the union of Poland and Lithuania. A despatch states that troops were not employed to prevent the demonstration at Kowno, but that afterwards several arrests were made, and several persons deported, some of whom are women.

A protest of the Bishop of Podlachie against the abuses of the military authorities and the deportation of several priests has been published.

General Lambert, the new Governor of Poland, has arrived at Warsaw, and begun the discharge of his official duties.

TURKEY AND THE EAST.

Sir William Codrington had an audience of the Sultan on the 23rd, and met with a very complimentary reception. The Sultan afterwards detained Sir Henry Bulwer for a long private interview.

The Viceroy of Egypt arrived in Constantinople on Tuesday, to do homage to his Suzerain.

A European Conference will be held at Constantinople on the question of the Principality.

Three engagements have recently taken place in the Herzegovina, in which the Turks were victorious. Omer Pacha has, however, issued a proclamation declaring that the Sultan accords all the demands made by the Montenegrins.

A fire broke out in Mostar on the 23rd, and destroyed twenty-two houses and several of the largest warehouses. After having lasted five hours, it was subdued by the aid of the military. The town of Peristi, near Gallipoli, has also been half destroyed by fire. The Circassians have proclaimed a Republic.

AMERICA.

It is stated that the banks at New York, Boston, and Philadelphia have agreed to take the Federal loan—fifty millions of dollars at once, and the remainder in instalments by December.

Mr. Faulkner, the late American Minister at Paris, has been arrested on a charge of treason and lodged in Washington Gaol.

The appropriations made by the late Congress for the support of the war amounted to 259,675,990 dol.

No military movement of importance had taken place at Washington. Orders had been issued from the Navy department for the construction of five out of the twelve steam gun-boats authorised by Congress. Major-General Wool had been ordered to Fort Monroe to supersede General Butler in command of that post.

The Minister of the Interior was about to pay a visit to New York in order to attend a meeting of the United States' marshals, to confer with them as to the best means of more effectually suppressing the slave trade.

The President has proclaimed a day of fasting and humiliation on account of the war, and enjoins on all to pray for restoration of peace and the preservation of the Union. Mr. Lincoln has issued another proclamation outlawing all concerned in the rebellion, and declaring their goods, of whatever description, forfeited if they fall into the hands of the United States' officers. There is an expectation entertained, though it is difficult to say on what authority, that the Washington Cabinet will shortly declare unreservedly for the emancipation of the slaves.

The Southern Congress, which was in Session at Richmond, has passed two important measures. The one authorises the creation of an army of 400,000 men, and the other empowers the Executive to arrest and imprison as alien enemies any persons not Southern citizens who may reside within the limits of the new Confederacy. The few Northerners who have remained in the South will probably pay dearly for their temerity.

It is stated that there are 271,000 Secession troops in the State of Virginia.

INDIA AND CHINA.

The news from India and China is unimportant. The famine in Bengal was beginning to show symptoms of abating; as the committee at Meerut report that "the applicants for relief do not display that emaciation of appearance which distinguished them previously." From Japan we learn that the relations of the Europeans with the natives are again in an unsatisfactory state. The meagre accounts published in the Anglo-Chinese press do not enable us to get at the cause of the difficulty.

PASSPORTS IN ITALY.—The Italian Government has determined on following the example set by the Emperor of the French in no longer requiring passports from English subjects who may desire to travel through the dominions of King Victor Emmanuel. Throughout Northern and Central Italy it will be sufficient for any English traveller merely to present his card and make a declaration of his nationality. Compliance with this simple form will entitle him to travel unmolested from the Alps to the Neapolitan frontier. But it is thought advisable, from the disturbed condition of the Neapolitan territory, that Southern Italy should still constitute an exception to the general rule, and that all who purpose journeying so far south should furnish themselves with some official document attesting the legitimate scope of their appearance in those parts.

A GRAND DUCAL ARMY TAILOR.—The Turin correspondent of the *Temps* relates that during the Provincial Government of the Emilian provinces in 1830 Colonel Frappelli, an officer of remarkable energy, was engaged in raising with the utmost dispatch a national force; but the question was how to dress and equip the recruits as fast as they were raised. In this emergency a contractor sent in a tender to fit out the whole force at a very moderate figure. The contract is placed among the official archives. The contractor was the Duke of Modena himself, treating with the usurping Government through the medium of a well-known banking-house. Nor was the speculation a bad one; for either the usurping Government would let and pay its way, or the Duke would have his own again, and sink the clothier and contractor in the Sovereign.

THE CIVIL WAR IN AMERICA.

BATTLE NEAR SPRINGFIELD, MISSOURI.

The engagements at Dug Spring (Missouri) on the 2nd and 5th were followed up on the 6th with a more serious affair, in which both sides are reported to have suffered severely, and in which General Lyon, commander of the Federal forces, was killed, and, it is asserted, Generals McCulloch and Price, who were at the head of the Confederate troops. The *New York Herald* of the 11th inst. gives the following details:—

"The most important news from the seat of war which we have to record to-day comes from Missouri, where the gallant General Lyon has been contending in the south-western portion of that State with an immense force of the rebels; and this news, we regret to say, tells of the death of General Lyon and the retreat of his army. On Thursday last General Lyon had a fight with his advance-guard and that of the rebels under Ben McCulloch at Dug Spring, near Springfield, where he endeavoured to draw the latter out of his shelter in the woods. It appears from official intelligence received by Major-General Fremont at St. Louis, from one of General Lyon's aids, that the fight was renewed on Saturday morning at half-past six o'clock—three columns of the Union forces, respectively commanded by General Lyon, General Siegel, and Major Sturgis, numbering in all eight thousand men, being engaged on one side, and a body of rebels under General McCulloch and General Price, numbering twenty-three thousand, on the other. The battle took place at Davis's Creek, about nine miles south-east of Springfield. Against this immensely superior force, which was composed of regiments from Louisiana, Mississippi, Tennessee, Arkansas, and Texas, the troops of General Lyon were still able to maintain their ground, and pressed the enemy back to their encampment on Wilson's Creek, which General Siegel actually occupied for the night; but, fearing a flank movement of the rebels, he withdrew his small force. General Lyon was killed while charging at the head of his column. The engagement was a severe one. Eight hundred of the Union troops are reported killed and wounded. The loss of the rebels was very heavy, and it is said to include General McCulloch and General Price. All the tents and waggon of the rebels were lost. General Siegel effected a retreat to Springfield in good order, and from there fell back on Rolla, the terminus of the south-west branch of the Pacific Railroad, leaving only one gun behind him on the field. He captured ninety prisoners, and brought back as a trophy the horse and sword of Ben McCulloch, together with 25,000 dollars in specie from the Springfield Bank. At last report there was no appearance of a pursuit on Siegel's retreating columns, and his army was considered safe.

"The report of the rebel loss has been confirmed by the statement of prisoners taken, and their numbers have been ascertained by the muster-rolls found on the field."

The above account is confirmed by the official report furnished to General Fremont by one of General Lyon's Aides-de-Camp. The messenger who brought the despatches for General Fremont thus describes the engagement:—

"Early on Saturday morning General Lyon marched out of Springfield to give battle to the enemy. He came up to him on Davis's Creek, on Green Prairie, a few miles south-west of Springfield, where he had taken a strong position on rolling ground, at twenty minutes past six in the morning. General Lyon fired the first gun, when the battle immediately began. Severe cannonading was kept up for two or three hours, when the fire of Captain Totten's artillery proving too severe for the enemy, they gradually fell back towards their encampment on Wilson's Creek. General Lyon's cavalry posted on the enemy's left flank, and General Siegel's artillery on the right, then began a terrific attack, which spread slaughter and dismay in the ranks of the enemy, pursuing them to their camp, shells from Totten's artillery setting fire to their tents and baggage-waggons, which were all destroyed. A Louisiana regiment and a Mississippi regiment seemed to have suffered most in the fight, and were almost annihilated. Some time in the afternoon, as General Lyon was leading on his column, his horse was shot under him. He immediately mounted another, and as he turned round to his men, waving his hat in his hand and cheering them on to victory, he was struck in the small of the back by a ball, and fell dead to the ground. The command then devolved on General Siegel. Pursuit continued till nightfall, when our little army rested for the night in the encampment of the enemy. Sunday morning General Siegel, fearing the enemy might recover and attempt to cut his command off from Springfield, fell back upon that city, where the Home Guards were stationed. On reaching Springfield, fearing the great numbers of the enemy might induce them to get between him and Rolla, General Siegel concluded to fall back upon Rolla with his provision trains, and meet the reinforcements which were on the way to him."

It has since been ascertained that General Price is not killed; and it is even doubted if General McCulloch is so. General Fremont has proclaimed martial law in St. Louis.

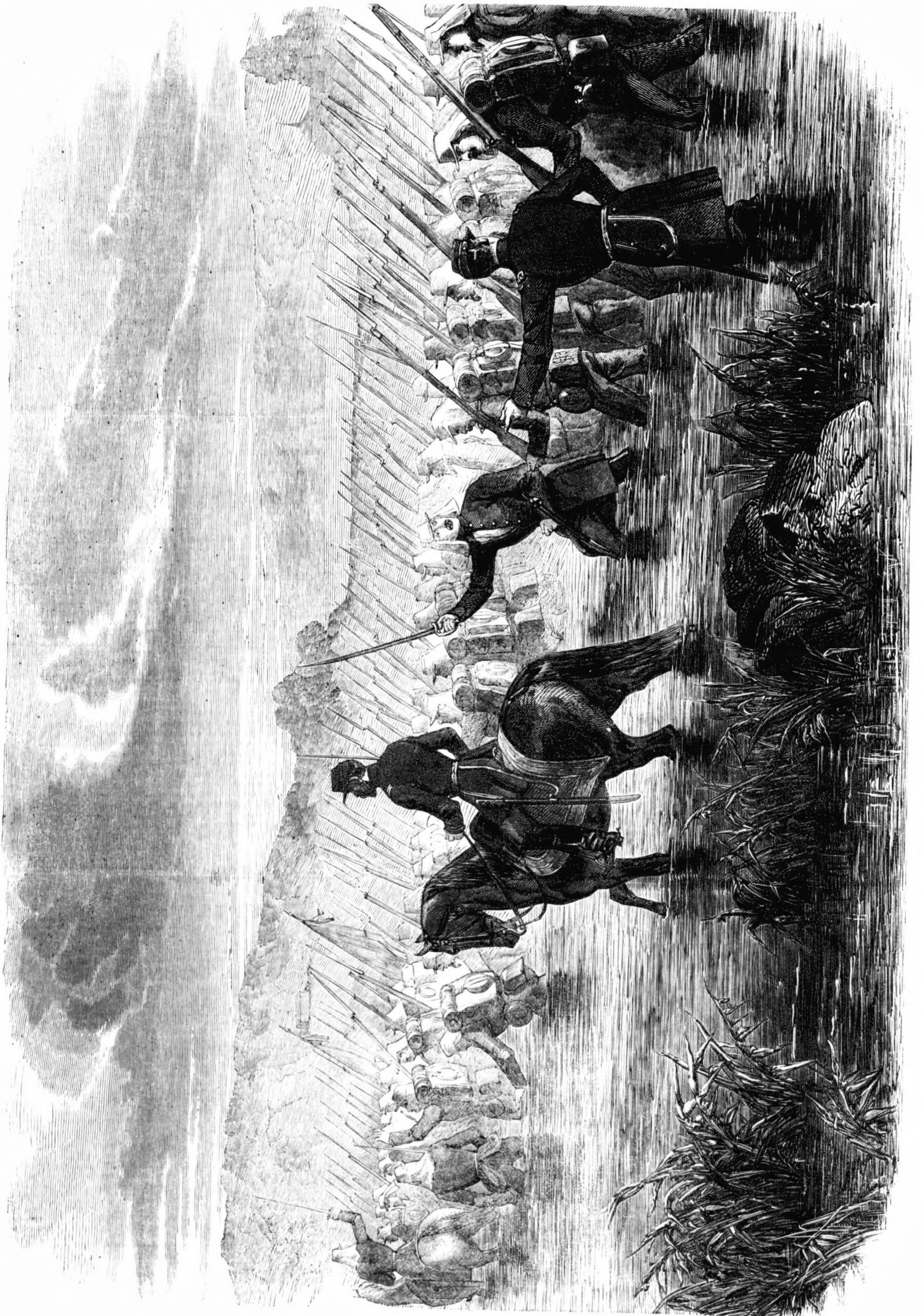
ARREST OF A BRITISH SUBJECT AT NEW YORK BY THE AMERICAN GOVERNMENT.—Shortly before the Royal Mail steam-ship *Africa* left New York she was boarded by some police officials, who, exhibiting a warrant from Mr. Seward, Secretary of State, arrested and carried off Mr. Robert Muir, formerly a highly-respectable merchant at Charleston. Mr. Muir was the bearer of important despatches to Earl Russell from Mr. Bund, British Consul at New Orleans, who had furnished him with a passport. [It is stated in the *Globe* that Mr. Muir having become a domiciled American, has no claim on the British Government for protection.]

A YANKEE OFFICER'S WAY OF "RECRUITING."—I am captain of the Baldwinville Company. I riz gradually but majestically from drummer's secretary to my present position. But I found the ranks wasn't full by no means, and commenced for to recruit. Havin notised a general desire on the part of young men who are into the crisis to wear epyllite, I determined to have my company composed exclusively of officers, everybody to rank as brigadier-general. The foolering was among the vairs questions which I put to recruits:—Do you know a masked battery from a huck of gingerbread? Do you know a epyllite from a piece of chalk? If I trust you with a real gun, how many men of your own company do you speck you can manage to kill durin the war? Havy you ever heard of Giral Price of Missouri, and can you avoid similer accidents in case of battle? Havy you ever had the menses; and, if so, how many? How air you now? Show me your tongue, &c., &c. Some of the questions were sarcastical. —*American Paper.*

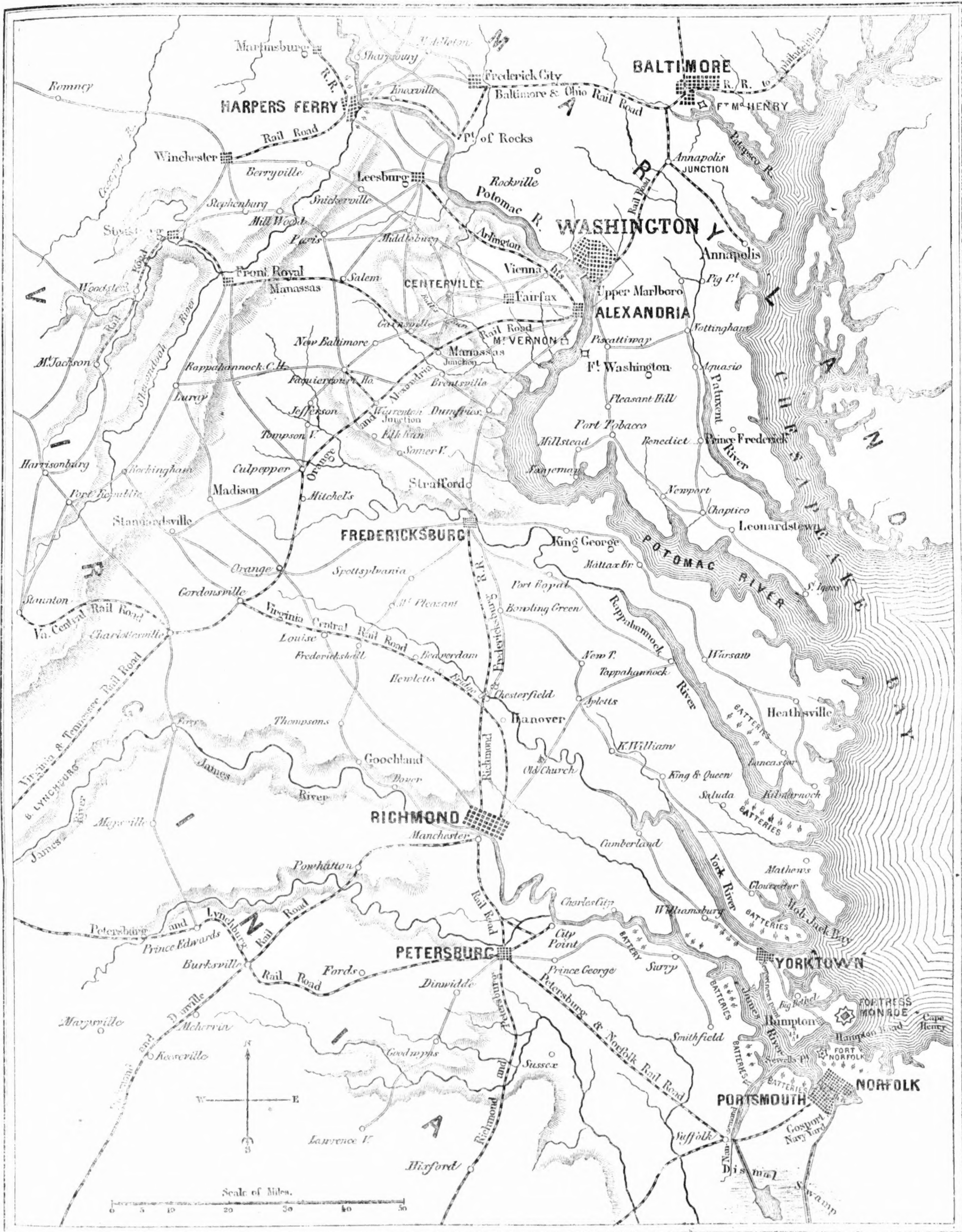
OXFORD LOCAL EXAMINATIONS.—The Oxford local examinations have now been held for the fourth time on the system originally established by the University. The certificates granted were 529 in all, or above 100 more than in 1859, and nearly 120 more than in 1859. The proportionate increase, taking into consideration the number of candidates, is 6 per cent on the numbers of 1859, and 10 per cent on those of 1853.

THE BIRMINGHAM MUSICAL FESTIVAL.—This great musical festival began on the 27th inst., and has been eminently successful. The conductor's baton is in the hands of Mr. Costa, and all the leading artists who usually take part in these great musical re-unions are engaged. The opening oratorio was Mendelssohn's "Elijah," which has been performed every year in Birmingham since its first production in 1846; and this time with a success equal to any previous occasion. The audiences are good, as may be judged from the fact that the opening day's receipts amounted to £1809 17s. 10d. Handel's "Samson" was performed on Wednesday morning, and there have been miscellaneous concerts each evening.

FIRE AT THE FALCON LEAD WHARF, HOLLAND-STREET.—On Tuesday morning, shortly after eight o'clock, a fire broke out on the extensive works of Messrs. Robertson and Son, Holland-street, known as the Falcon Wharf Lead and Colour Works, and which, from the inflammable nature of the oils, turpentine, and other materials used in the works, rapidly spread from room to room and from floor to floor, enveloping the building in one entire mass of fire. The workmen, at the time of the outbreak, for the most part, had gone to breakfast, and the discovery that the premises were on fire was first made by a workman on an adjoining wharf, who immediately gave the alarm. Several fire-engines, as well as the upper steam floating-engine, were promptly on the spot; but, notwithstanding the exertions of the firemen, the whole of the warehouses were entirely destroyed. The damage done amounts to £300 to £400. The whole is insured in the Phoenix office. The cause of the fire could not be ascertained.



THE CIVIL WAR IN AMERICA.—FEDERAL TROOPS FORDING THE POTOMAC.



MAP OF THE SEAT OF WAR IN VIRGINIA.

THE SEAT OF WAR IN AMERICA.

THE recent news from America is anything but cheering, since, while there seems little present probability of a termination of hostilities, neither of the opposing parties appear to be in a condition for determined warfare.

Indeed, the very nature of the country in which the conflict must necessarily be maintained forbids an ineffective, much more a disorganised, army from securing any position of advantage. By late accounts the Federal troops under General Lyon who were stationed at Springfield have been totally routed by the Confederates, while the General himself was killed, his army being in full retreat, and

ultimately retiring in good order to Rolla. It was at the same time rumoured that the Confederate Generals, Price and McCulloch, had been killed, that the Confederate loss was heavy, and that of the Federal troops was officially reported at 800 killed and wounded. This disaster was probably the result of the overwhelming force of the Confederates, who were said to have brought 23,000 men into the field against 8000 of the Federal troops.

This very circumstance will, doubtless, be repeated during the campaign, and the difficulty of bringing the struggle to any definite issue seems almost insuperable where such a vast extent of territory lies open for operations. Troops are continually arriving at the

capital, but, at the same time, they seem totally unable to accomplish any decided advantage against the foe, since the entire army is principally composed of undisciplined battalions and inexperienced officers. Even another battle, on whichever side victory might ultimately rest, would, after all, but leave matters very much where they are at present, for

He who fights and runs away
Lives to fight another day,

and there is plenty of room even for 500,000 men to march into interminable tracts of territory. The case seems wellnigh hopeless—hopeless, indeed, for both victor and vanquished, for there are no

roads available for marching troops in many parts of the war district; while, so far from the surrounding country consisting of plains or open lands, it is covered with forests or cleared forest land, where the stumps of trees offer insuperable obstacles to any means of conveying baggage or provisions. Such roads as there are lie between high banks, and are cut deeply into the soil. This, with the scattered population even of the principal States, some of them as large as England, render it almost impossible even for a large army to preserve a cordon on the southern frontier, or even to distribute itself in a succession of strong corps of occupation. Meanwhile the inhabitants of the country suffer and complain. Notwithstanding general orders, pillage is continual, and in Maryland, where the Federal troops recently crossed the Potomac, the people are filled with indignation, and one officer in command at Alexandria, almost within sight of the White House, is obliged to recommend the people to fix the stars and stripes on all their property and over all their houses, and then he promises, if that does not do, to make strict inquiry into the cases of outrage.

Meanwhile there is the gradual development of an opposition at New York—an opposition to the Republican party. Their intended policy, which may, perhaps, be called that of "peace at any price," may be gathered from their own expression of opinion.

While they hold that the war can only be prosecuted by more vigorous command in the field and efficiency in the naval blockade, they regard it as the duty of the Federal Government at all times to hold out terms of peace and accommodation to the disaffected States; that, as the American political system was founded in compromise, and has been so perpetuated, it can never be dishonoured in any Administration to seek to restore it by the same means. Above all, they repel the idea that there exists between the two sections of the Union such an incompatibility of institutions as to give rise to an irrepressible conflict between them, which can only terminate in the subjugation of the one or the other. Repelling the doctrine that any State can rightfully secede from the Union, they hold next in abhorrence that aggressive and fanatical sectional policy which has so largely contributed to the present danger of the country.

Should this opposition gather strength, there may be another element added to the present difficulties which would make a material difference in the aspect of affairs.

THE ARMIES OF THE NORTH AND THE SOUTH.

FROM a letter of the *Times*' special correspondent, published this week, we extract a few interesting passages:—

"Troops are pouring into the neighbourhood of the capital. Although General Scott is perfectly tranquil, and is quite satisfied the Confederates can make no aggressive movement without signal chastisement and defeat, General McClellan is most uneasy and apprehensive of danger, and is urgent in demanding more men. He prefers his demands on all who come near him; and some senator, one at least, was so much impressed by his statements that, on his own responsibility and without any communication with the Government, he telegraphed to the Governor of his State to send on at once every regiment he could muster to Washington. Acting on his own account, and without General Scott's knowledge, I apprehend, General McClellan has also from time to time sent regiments to points which he conceived to be menaced or most in need of reinforcements. He is very short in a proper complement of cavalry and field artillery. His troops are as raw as can be; his officers not a whit better, as yet, than the Bull Run officers; in fact, his army is not a fighting machine which can be handled as a whole; nor do I think the Confederates are much better in any way, except in cavalry. The material of some of the Northern regiments cannot be excused. Splendid men, young, tall, robust, intelligent, and accustomed to adventure; if the workmen know their business, there is plenty of stuff to make a good army in their hands. My estimate of Mr. Jefferson Davis's forces in cavalry and guns was not far wrong, but by this time he has probably received reinforcements to his horse power and has certainly increased his artillery.

DIFFICULTIES OF CONQUERING THE SOUTH.

"But, after all, what will another battle effect? Even if the result at Manassas be reversed, there is little likelihood that more will be done than increasing the feeling of bitterness between the Extremists, and a fresh loss of life; for the Federalists would be as little able to improve a victory as the Confederates were, and even the possession of Richmond or of Washington would not enable the victors to dictate peace. It is all very well to talk of an army of 500,000 men. It is a large force; but, if it be, America is still larger than its action. A rapid development of the railroad system has left parts of America in which this war must be waged destitute of ordinary roads, and the difficulty of moving provisions and matériel is enormous in comparison with any part of Europe. Nor is the country fit for such marches as can be made across the steppes, as in India or in the open lands of Europe. Such roads as exist are generally cut deep in the soil, with high banks; the land is covered with forest, and the cleared fields are filled with stumps fatal to horse or wagon. Then there are great rivers and mountain passes foodless and desolate. An army of 500,000 men scattered over the southern frontier of the United States, with its right extending down into Missouri on the borders of Arkansas, and its left resting on Fortress Monroe, represents a feeble chain, which could be broken at any place. If it forms in strong corps, the difficulty of transportation of food and matériel arises. The further these corps advance the greater must become their difficulty. They must diverge as they advance, and the enemy will get in between them and operate in their rear.

THE FANATIC FERVOUR AT THE SOUTH.

"If the moneyed people hold back there can be no doubt the churches are coming to the rescue, and as the congregations melt away into the ranks their pastors follow them 'a-colonelling.' Bishop and General Leonidas Polk, of the Southern army, has been followed by a number of his clergy to the camp, and one of them lately wrote a most affecting letter to one of his reverend brethren in the North, in which he declared, with the unctious of a Covenanter, that he would smite hip and thigh the aforesaid reverend brother if he encountered him in the flesh on Southern soil. The religion of the South is fervid. No Canaanite was ever in worse case in Israel than will the black Republican be who may find himself in the grip of good, God-fearing Georgians or Carolinians. There has been a blessing of flags and a cursing of enemies all over the States, the like of which has never been seen since the time of the Crusades—let us say in a general fashion. As one of the coloured brethren observed of a celebrated Baptist minister, whom he followed in Savannah, 'We don't care much for him blessing, but his 'cussin' is jist bewtiful, and make we feel awful happy.'

SOCIALISM AND FINANCIAL DIFFICULTIES.

"One does not know where to look for a solution of the difficulties which are springing up on all sides. Not the least of them is the dangerous socialist movement, which I foretold some time ago, among the working classes in the northern cities, where we may yet hear the terrible cry of the French Revolution re-echoed by the masses whom the war has plunged into poverty. New York, Boston, Philadelphia may well grow pale at the thought. These mass meetings which demand bread or work from the Government mean no good, but at present they only indicate approaching danger rather than actual presence; and, meanwhile, the expenditure of the Government is going on at the rate of one million two hundred thousand (£1,200,000) dollars a-day! A rain of paper money is threatened. But the capitalists see the mischief too clearly to abandon the Government in its extremity, and it is said here that Mr. Chase has succeeded in the object of his interview with the moneyed men of New York, and is hopeful of success in getting all the money he wants on tolerable terms."

DREADFUL ACCIDENT ON THE BRIGHTON RAILWAY.

A TERRIBLE catastrophe occurred on the Brighton Railway on Sunday morning last, at a spot about five miles from the Brighton terminus. There is here what is called the Clayton tunnel, and the sensation caused by the dreadful occurrence was increased by the fact that the train in which the passengers who have unhappily lost their lives were travelling was in the tunnel at the time of the collision. An excursion train leaves Portsmouth for London at six a.m., calling at all the stations on the South Coast line, and is made due for departure from Brighton at 8.5 a.m. There is also an excursion train which takes its departure from Brighton every Sunday morning at 8.15, which runs through to London without stopping at any of the stations. The regular Parliamentary morning train, stopping at all stations, leaves Brighton at 8.30, being due in London at 10.40. There are also occasionally additional excursion trains from Brighton; but, whenever these trains are put on, special instructions are sent out to the various station-masters, signalmen, and other subordinate officers that the line should be kept clear for the regular traffic, and proper caution observed as to the special trains referred to.

On Sunday morning the Portsmouth train, which, as previously stated, passes through Brighton for London at 8.5 a.m., left the station behind its appointed time, and arrived at the Clayton tunnel, where the "all right" signal was displayed, and the train passed through without interruption. Directly afterwards the 8.15 from Brighton came within sight of the signalman, who, remembering that the Portsmouth excursion had only gone by a very short time previously, alleges that he attempted to put on the "stop signal," which he found would not act, and he then showed a red flag, indicating danger, to the driver of the Brighton train, who, however, was close upon the signalman's box, near the tunnel's mouth, at the moment he exhibited that sign. The engine-driver, however, immediately reversed his engine, but the impetus with which he had been travelling prevented the train being pulled up before it had proceeded some distance into the tunnel. Of course the number of tunnels between London and Brighton renders it necessary that extra precautions should be adopted for preventing accidents, and there is a man stationed at each end of each tunnel, whose duty it is to telegraph the entry and egress of all trains, in order that two trains shall not be in the tunnel at the same time on the same line of rails. The signalman at the Brighton end of the Clayton tunnel perceiving that, in spite of the red flag, the second train did not stop, immediately telegraphed to the other end of the tunnel to know whether the train had passed through, and received for answer that it had, not knowing at the time that the driver of the second train, who had seen the red signal, had reversed his engine, and that the train was in backward motion towards the south or Brighton end of the tunnel. At this moment the 8.30 regular Parliamentary train came in sight, and the signalman, having received the answer above referred to, gave the usual signal for the train to proceed, which it did at its ordinary speed. Within a very short distance of the mouth of the tunnel a fearful crash ensued, the second train, backing, having come into violent collision with the third train, which was rushing forward. The shrieks are described as being of the most fearful and extraordinary character, and the pervading gloom tended considerably to heighten the terror of those who were uninjured, and left them powerless to aid the wounded.

After a short time some of the passengers in the first-class carriages procured lights from the roofs, and proceeded to render every assistance in their power, when the extent of the catastrophe became partially apparent. The engine of the Parliamentary train had literally leaped over the last carriage in the excursion train—which had covered compartments for luggage at one end, passenger seats in the middle, and a guard's break at the other end—completely smashing it. The locomotive then broke in at the back of the last carriage but one, and shivered that into fragments. This carriage comprised four compartments, each containing ten persons, and the consequences cannot be adequately described: the unhappy passengers were scattered and mutilated in all directions; several were scalded with the boiling water from the engine, and their yells of agony were pitiable in the extreme. The telegraph was immediately set to work to communicate the calamity to Brighton; and as speedily as possible Mr. Hawkins, the traffic manager, and some other officers of the company, accompanied by several medical gentlemen, proceeded by special engine to the spot, in order to take what steps might be necessary, and to alleviate, as far as possible, the sufferings of the wounded. Unfortunately, in too many cases, all medical aid was unavailing; and, upon the debris of the carriages being removed, upwards of twenty persons were found dead. The engine had sunk upon the second carriage, and the bodies of several of the sufferers were underneath, and they had either been smashed or scalded to death. One unfortunate woman had both her legs cut off, just above the knees, and she was quite black in the face, evidently the result of congestion; another female had her scalp torn completely off and both her arms broken. One man had his face crushed in such a manner as to force his eyeballs from his head, while in nearly all the other cases the injuries were of an unusually terrible character. A strong body of men, under the direction of Mr. Craven, proceeded to clear the line, which was comparatively uninjured; and Mr. Hawkins, with careful forethought for the feelings of the expectant friends of the passengers, dispatched the uninjured part of the train to London.

The bodies of the dead, twenty-two in number, were carefully placed in carriages which had followed the special engine from Brighton; and the wounded received the most careful and unremitting attention from the medical gentlemen who were in attendance. As soon as possible, the wounded, the dying, and the dead were conveyed to Brighton, where the unhappy sufferers who had died were placed on tables and forms in the library of the company's officials, there to await identification. The wounded were taken in carriages and flies to the Sussex County Hospital where their hurts were attended to by the medical officers of the establishment. Nine of the passengers had been taken into the hospital, and two of the cases were at once seen to be of such a dangerous nature as to require surgical operations, such as amputations of legs and arms, which were immediately performed, though it is feared some of the sufferers cannot survive. Besides those taken to the hospital, several wounded persons were conveyed to their own residences in Brighton, and placed under the care of their own medical attendants.

Of the twenty-two persons who lost their lives on the spot several were identified in the course of the evening, partly by friends or other parties who knew them, and partly by letters and other documents found upon them.

As soon as the intelligence of the accident became known in Brighton the greatest possible sensation prevailed, it not being ascertained to which train the disaster had occurred, and many hundreds besieged the railway station either to learn whether their friends who had gone by one of the trains were the probable sufferers, or those who were expected from the metropolis. The railway officials could not for a time afford any satisfactory information, and the excitement was increased when the London excursion trains did not arrive until considerably after they were due, caused, it was ascertained, by being compelled to branch off at Hayward's Heath, and come via Lewis. This, at all events, set at rest the minds of those who expected friends from the metropolis, and increased the anxiety for the safety of the Brighton excursionists to London. When the bodies of the dead had been properly arranged, Mr. White instructed the police constables to admit such persons as stated they had relatives or friends who had gone by either of the trains from the town that morning, and they were allowed to pass through the room in which the unfortunate deceased lay, with a view to ascertain who might be amongst them. The recognition in one or two instances was most melancholy: the husband seeing the mangled

corpse of his wife, who a few hours before had left him in health and happiness; the daughter weeping over her mother's shattered remains; and the friend in bitter grief, all contributed to the solemnity of the sad scene. The news, naturally much exaggerated, rapidly spread in all quarters of the town, and formed the theme of conversation throughout the entire day. A gloom seemed to pervade the whole of the town, and towards evening, when the visitors from London were about to take their departure, thousands of persons assembled in the neighbourhood of the station.

A passenger who was in the train thus describes the accident:—"I noticed, after we had proceeded a short distance into the tunnel, that the speed of the train slackened, and I think I heard the whistle sounded, but of that I am not certain. I then felt the train going back towards Brighton, and I saw the backward motion, and that we were getting towards the end of the tunnel. I imagined I heard another train coming up, but before I had satisfied my mind upon the point I was thrown off my seat. I then heard fearful screams, and the steam of an engine hissing in a terrific manner. When I got out of the carriage I saw that a great number of passengers had been killed. They were lying under the engine which had jumped right upon the carriage second from the end of the train. The boiling water was pouring out over the people, and the steam prevented any one seeing for any distance. We all did what we could to render assistance, but we could not accomplish much in consequence of the engine being on the top of the people, and by reason of the hot water and steam. I came up to London by the train which was sent off after the accident, and we arrived in town about three hours after our time."

It may be added that none of the servants of the company in charge of the train were killed. One or two were injured, but not to any serious extent.

The intelligence of the accident first reached the metropolis when the uninjured portion of the train arrived at London-bridge. About thirty passengers came up by this means, several of whom had sustained injuries more or less extensive. The news soon became circulated, and throughout the day many anxious inquiries were made at the terminus. It is due to the officials of the company to state that they did everything in their power to satisfy the doubts of all who made application to them. Mr. Anson, the superintendent, frequently telegraphed to Brighton for the names of those killed and wounded, and supplied all other information within his reach. Towards the time when the excursion trains were expected to return the crowd was very great at the station, and knots of people listened with painful interest to the details supplied by eyewitnesses of the accident, and others who had gathered the particulars during their visit to Brighton. A similar excitement existed during the day at the Victoria station, where rumours of a most exaggerated character were discussed at intervals up to a late hour.

INQUEST ON THE BODIES OF THE SUFFERERS.

On Monday the Coroner for the borough of Brighton opened the inquest on the bodies of the sufferers. After the jury had been sworn, they proceeded to view the bodies of the deceased, which were ranged on tables and benches in the library of the Mechanics' Institute connected with the railway. The bodies presented a very shocking appearance. Almost all were perfectly black in the face, and the features were so frightfully swollen and distorted that recognition must in most cases have been dependent upon the clothes of the deceased.

The first witness called was William Lower, of Liverpool-street, Brighton, bricklayer, who identified the body of Ellen Lower as that of his late wife, who was forty-seven or forty-eight years old. He then said:—"The body referred to was that of my wife. I was in the carriage, sitting beside her with my two boys. Ours was the second carriage from the end. We left Brighton at 25 minutes to 9 exactly by the clock at the station. The train was advertised to start at half-past 8. It was an excursion train. I was sitting with my back to the engine. My wife was sitting beside me on my right. My boys were sitting, one on my left, and the other opposite me, on my left. There were nine persons in that compartment altogether. Three females and an elderly gentleman were in the compartment besides myself. I did not inquire what was the reason of the delay at starting. We had not stopped after starting till we came to the tunnel. I observed we slackened the speed as we entered the tunnel. That was about fifty yards from the entrance of the tunnel. I did not hear another train in front of us, nor did I hear a train behind us. The first intimation I had of the other train was that my boy looked out of the window and said he saw another train coming. Then came the concussion, after which I remember nothing till I was groping about the ruins. The carriage was smashed all to atoms. The smash came from behind. I was injured in my leg. It was some minutes before I found my wife was killed. I extricated two or three before I got at her. When I found her there was a great weight upon her—the seats, and two heavy springs, and a great deal of timber. She was insensible, and I held her head till she got quite cold. The engine-boiler of the following train jumped on the carriage which I was in. The engine when I saw it was standing upright, and there was a man on it letting the steam off. My sons ran away as soon as they could. One of them asked for his mother, and I showed her to him. He ran away to find his brother, and somebody put him into the London train. I have not seen him since. They pulled the engine off the carriage, but it was an hour and a half before they got it free. There was a frightful commotion. I don't know what became of the other passengers in the same carriage. Assistance came in about two hours. Assistance came before, but they could not get at us for the ruins. I only saw two carriages destroyed: they were the one in which I was and the one behind. I was led out of the tunnel by two porters. Both my boys are in London. They are but slightly injured. We had got into the tunnel about 200 yards, and had backed about 100 yards, when the accident occurred. We went back very slowly. I saw the people among the ruins dying and dead. One poor woman, with a child on her breast, asked me to take the ruins off her breast, but I could not lift them. I believe she is dead. I don't know if there was a break van behind us. I did not know of three being any train in front of us. I did not hear the scream of any engine before us. I did not know of any train following us till my boy called out. The train started twenty minutes behind time. I do not know why the train slackened speed on entering the tunnel, except that I believe it is the usual rule. The signal-post I believe is on the other side of the line to that on which I was sitting. I did not see any danger signal, but my boy said, 'Father, there is a red flag holding out.' That was when we were backing, after we had got into the tunnel. This was perhaps half a minute before the collision. We had not been a minute in the tunnel before we began to back. I should say we were between ten minutes and a quarter of an hour from the time we started until we got to the tunnel.

The bodies of twenty-one of the deceased were then identified by various witnesses, and the jury went to visit the scene of the catastrophe, with the view of examining the condition and working of the signal apparatus, the further prosecution of the investigation being postponed till next day.

The inquest was resumed on Tuesday, when, after some more of the sufferers had been identified, John Webley, station master at Brighton, was examined as to the regulations in operation regarding the starting of trains, registering the same, &c. He said he was not on duty on the morning of the accident; he did not come on duty till nine o'clock. Mr. Legg, the assistant station-master, was on duty on the morning in question, and it fell to him to start the trains. The first of the trains on Sunday morning ought to have started at five minutes past eight. It was an excursion train from Portsmouth going on to London, but not taking up passengers at Brighton. The next train was the Brighton excursion, which starts at 8.15. Accord-

ing to the ordinary course of things, the excursion train which leaves Portsmouth at six reaches Brighton at eight, and starts for London five minutes later. The train is usually punctual. I am not aware of its having been unpunctual. As far as I know the excursion train from Brighton (the 8.15 train) starts punctually to its time, but I do not come on on Sunday mornings. The next train from Brighton is the half past eight ordinary third-class train to London. The Portsmouth train stops at the Norwood junction, but not before. The 8.15 train also stops there, unless they have to take in water before they get there. The 8.30 train stops at all the stations. When one train is late in starting, and another arrives, we do not allow the second train to leave till the other has gone on five minutes. We always have a break next the engine, and in excursion trains we always have a break behind, but not always in other trains. Mr. Legg is under my supervision, but does not report to me the time of starting the trains. He does not register the times. The guard does that, and if he wants any information he must go to the book. There is a register kept at the station which is transferred from the guard's book. The guard transfers the entries from his pocket-book to the register-book on his return. The books are examined every day by a clerk in my office. There is a special written report made by the guard of each train that starts late to Mr. Hawkins. We have no communication at the station with the tunnel; and if half a dozen trains were started within five minutes from the station we have no means of communicating with the signalman at the tunnel. There is no telegraph station between Brighton and the tunnel. The nearest telegraph station with which we can communicate from Brighton, on the way to London, is Hassock's gate, which is about a mile and a quarter beyond the tunnel. That is the station with which we should communicate if we sent a special train without notice. The trains travel at the rate of thirty miles. If one train started five minutes after the other the first train would have travelled between two and three miles when the second started. I do not believe it possible that the two trains on Sunday morning were within 500 yards of each other when the second train reached the tunnel. A break-van at the end would be safer than an empty carriage, in case of collision.

Mr. John Chester Craven, locomotive and carriage superintendent to the Brighton Railway Company, said:—"The line is straight for one mile and a half to and through the tunnel. The tunnel is as straight as possible. The train puts on the distance-signal by the flange of the wheel. That signal is 300 yards from the signalman. There is a flange communicating with a lever which acts upon the signal, and which the wheel of the engine or carriage puts on. It communicates with a sort of telegraph-post, and moves two discs, the position of which signifies whether the road is clear or not. When the discs are shown across the line the road is not clear; when they appear up and down the line is clear. When the train passes along the rails the flange of the wheel must work the signal, unless there is some disarrangement of the machinery; but, should the train fail to put on the stop-signal, the signalman has the power to put it on, and of course to put it off. I have known a signal not to work when one train passes, and then work when another passes immediately after. I know this from experience, and account for it by the expansion of the long wire. We know that this happens sometimes, and have a rule to call the attention of the signalman to it. The train in passing over not only marks the signal, but rings a bell in the signalman's box. The signalmen are not under my supervision. I got a telegraphic message from Hassock-gate on Sunday at a quarter past nine, stating that the Clayton tunnel was blocked, both lines, and desiring assistance. I went by a special train directly, and ordered some men to follow with a toolbox. When I got to the tunnel I saw there had been a run-in by two trains, and I came back for Mr. Hawkins, the traffic manager, and as much assistance as I could get, and went back as fast as possible. I proceeded with the men to clear away the ruins, leaving Mr. Hawkins to inquire into the cause. The engine of the Brighton ordinary train was mounted on two carriages of the excursion train—a second-class break and a third-class carriage. There were no passengers riding in the second-class break. It was the third-class carriage next to it where all the mischief was done. All the fatal cases lay in the ruins underneath. All were dead that were in the ruins except one child, whom I had some difficulty in getting out. As soon as we could get the engine lifted off the carriages, we removed the dead and wounded, and got them into Brighton as quick as we could. If the weather were thick we should not allow trains so close upon each other as five minutes, but in clear weather we do it every day. The signal in use was Whitworth's signal, and was in good order in every respect. It was in good order now, and had not been touched. The signal-lamp could be seen 1000 yards. By the proper use of the distance-signal the third train might be stopped, although the second was but just outside the tunnel. If the Portsmouth train did not get out of the tunnel, the man at the north end could not telegraph it. But if the train were more than five minutes in the tunnel he would telegraph back "Line blocked." It would be, however, the duty of the man at the south end not to allow any other train to enter the tunnel until he knew that the first train had passed through—that is, until he had received the signal from the other end that the train had passed through. If the train was stopped in the tunnel by observing a train ahead, or a red flag indicating danger, it would be the duty of the driver to stay in the tunnel, and send his guard back to know what he was to do.

Mr. Charles Legg is my assistant station-master at the Brighton station. I was on duty on Sunday morning. I took the time of the starting of the three trains from the Brighton station. It was 8.22 the Portsmouth excursion, 8.27 the Brighton excursion, and 8.36 the ordinary Brighton. I timed them by my watch, which corresponds with the railway clock. There was no delay after they started that I am aware of. There were sixteen carriages on the Portsmouth excursion, seventeen on the Brighton excursion, and eleven or twelve on the ordinary Brighton train. There was a break to the Brighton excursion, and a break carriage at the end. I think the break at the end was a third-class break, and that it had passengers in it; but I am not certain. I saw the guard in it. I do not keep a registry of the time of the arrival and starting of the trains. There is an officer for that purpose, and it is the duty of the guards to enter the times. I examine their entries and test their accuracy by my own knowledge. I do not keep the memorandums I make. The Portsmouth train was seventeen minutes behind time in starting, in consequence of arriving late at Brighton. The Brighton excursion was twelve minutes behind. The drivers were not reprimanded for arriving late. They do their best to keep time. I do not remember that I gave any particular directions to the driver of the third train to look ahead. I spoke to him and told him to go on. Probably I did tell him that there was a train close ahead. I believe I did. I do not know that the third train came within 500 yards of the other train before it reached the tunnel. The Brighton excursion train started nine minutes before the ordinary train. The excursion would have got by that time through the Patcham tunnel, and be about entering the Clayton tunnel. The distance is about five miles.

Henry Kellick is signalman at the south end of Clayton tunnel. I have filled that post ever since September, 1852. I was there on Sunday morning last. I went on duty at eight o'clock in the morning. I did not leave my post that day till four in the afternoon. There are two signalmen at the south end of the tunnel. The other man's name is Charles Dewin. We are each on twelve hours, changing at eight o'clock, except on Sundays, when we remain on twenty-four hours, and so make a change from day to night and from night to day duty. We have a clock in the box. I saw the first train come round the curve, about three-quarters of a mile off. I did not notice the time. Nothing particular happened from the time it came in sight till it entered the tunnel. It did not work the signal nor ring the bell. It

was set all right, as it had been all the morning. When I found the signal would not work I tried to put it right, but I could not put it on until the next train; that was two or three minutes after. I could not do so till after the driver had passed the distance signal. That is about 300 yards from me. I then took down the red flag, and showed it to the driver. The train was then about half-way between the signal and me. The driver at once turned off the steam. When the Portsmouth train entered the tunnel I telegraphed to the man at the other end. I received a return message directly. I gave him "Train in," and he answered it; and when the train was out he gave me "Train out." The second train was then just going into the tunnel. When the second train came I showed the red flag. When the second train had been in the tunnel some time I asked my mate at the other end whether she was out? When the second train entered the tunnel I gave the signal to the man at the other end. When he gave me "Train out," I gave him "Train in," again, as quick as lightning. The second train was passing by me and partly in the tunnel, when he gave me "Train out." I did not get any message back as to the second train till I asked my mate at the other end. I telegraphed "Is she out?" and I got an answer directly, "Yes." When I telegraphed "Train in" the second time I did not receive any answer, for I did not wait. I went out directly to alter the signal for the train "All right." I thought the guard, when he saw the white flag, would go on. When I received the second message the danger signal was up, and I altered it. From the time I received the message "Yes" as to the first train four or five minutes had elapsed before the other train entered. There was ample time, therefore, for the train to have got through. At the same time that I asked him whether she was out and received the answer "Yes" I saw the third train coming on about three-quarters of a mile off. I did not hear anything amiss until the third train had got into the tunnel, and then I heard a noise and thought the boiler was bursting. I showed the red flag when the second train entered the tunnel, to stop them. I do not know whether by the rule they should go on or come back. They ought to stop, not in the tunnel, but outside; but the driver could not stop the train soon enough. I thought the train would stop in the tunnel when they saw the red flag, and that the guard would come back. I believe the present signal has been in use between four and five years. We have never had but that one. It has failed to act a great many times, and we have reported it. Not in writing, but have sent up word to Hassock's-gate. It has been out of order seven or eight times. It is oftener out of order in winter than summer on account of the frost. When we have reported it at Hassock's gate they have sent and repaired it. I have reported it two or three times, and so has my mate. The signal failed to act before on the Saturday morning at the eight o'clock train. I did not report it, because it acted very well all the rest of the day, and till the Sunday morning, else I should. The last time I reported it as defective was in the spring, and it was then put right. I oil it with lamp-oil sometimes, but that is not much stuff for it. The last time I oiled it was a month or six weeks ago. I ought to keep the red flag up when the signal will not act till after the train has passed. When the guard's van was passing I took the white flag because I was telegraphed. The trains are two and a half to three minutes in the tunnel. The second train was about four minutes in, and that was the reason I telegraphed, "Is she out?" The second train was in sight before I observed that the signal did not work, almost before I had put down my white flag. I was pretty much put out when I saw the other train coming, and could not put on the signal. There was not more than two or three minutes between the two trains. There was about a mile between the two trains. I think I did not do it exactly right, being pretty much put out, and I think, perhaps, I did not use the handle right. It works with a wheel. There is but one telegraphic instrument in my hut, which has one needle upon it only. When a train comes up I turn the needle once to the left; the return answer is once to the right, which means that the line is clear.

The Court adjourned at eight o'clock, before this witness's evidence was closed. In the course of the proceedings this day the death of another sufferer was reported to the Coroner—thus making twenty-three deaths up to that time.

The inquest was again resumed on Wednesday.

Henry Killeck, the signalman, in continuation of his former evidence, gave some explanations of the system of working the telegraph between his station and the other end of the tunnel, and also as to the operation of the signal apparatus. He then said—I got the danger signal off directly I got the answer "Yes" as to the train being out, and which I understood to apply to the second train; and when the third train came up I believed the tunnel to be clear, and let it pass on. The distance signal would not work after the first train passed, but I got it to do so after the second. I do not keep any entry when the signals do not act. I have known the signal to fail in some cases twice running—that is, when two trains followed one another. In that case I reported it. There is no person who comes round to inspect the signals. There is no weekly, monthly, or other periodical inspection. The distance signal was set at safety when the Portsmouth train came up on Sunday. I had not received answer that it had passed out of the tunnel before the Brighton excursion came to the distance signal. Had the distance signal acted when the first train passed I should not have set it before receiving the answer that the first train had gone on. I should have let it stand as it was. I showed the danger flag to the Brighton excursion because the distance signal did not act. If the signal had acted after the first train had passed the Brighton excursion would have drawn up between the distance signal and the tunnel. In that case I should have been working the instruments to see when they got the first train out, and I should not have allowed the excursion train to enter the tunnel till I had received the answer "Train out." Had the distance signal acted while the excursion train came slowly by, it would have shown danger to the third train, which would have stopped on the Brighton side of the distance signal, and have waited there until the Brighton excursion had been telegraphed "Train out." Supposing the trains to have been so collected and standing, I should have sent on the Brighton excursion when I received the telegraph as to the Portsmouth train "Train out," and the Brighton or ordinary third train would have drawn up within the distance signal until the Brighton excursion had been telegraphed "Train out." Had these arrangements been attended to no accident could have happened. We have no assistance. I get a pound a week wages. We never leave the place while on duty. Our dinners are brought to us. If I had had assistance on Sunday I should have sent on to prevent the third train going on into the tunnel until I was sure the second had passed through. I can't tell how many trains pass through the tunnel in the course of my twenty-four hours of duty. It often happens that many trains come which are not in the list. In that case we have notice by a red board affixed to the back of the preceding train. We sometimes have as many as eight excursions on a Sunday morning. On Sunday last the second train came on much faster than the first or third. It is not possible that the drivers of the several trains knew how near they were to one another. The Portsmouth train had gone into the tunnel about a minute when I first saw the second train. The second train reached the distance signal not more than a minute or so after the first had passed. The third was a little later, perhaps four or five minutes after the second. The three trains all came up within seven or eight minutes. When the third train came up the danger signal was set, and when I received the reply from the other end of the tunnel I altered it to all right, and the train came up and rushed into the tunnel. The train did not shut off steam immediately the driver saw the danger signal. It was not his duty to do so. Had I not exhibited the red flag the second train would not have shut off steam at all, but would have gone on through the tunnel. I did not know that the train backed while in the tunnel. I have heard that it did.

James Brown, the signalman at the north end of the tunnel, was next called:—I have been signalman at that post nearly eight years. I went on duty last Sunday morning, at eight o'clock. The first thing that happened was my receiving the signal from the south end, "Train in." I do not know what time that was. I acknowledged the signal. The train came out of the tunnel at 8.15 by the clock in the box. It did not appear to me longer in the tunnel than it ought to be. I sent a message back, "Train out," directly it came out. That was acknowledged. In about a minute after I received another message that a second train was in; that is not unusually quick. I acknowledged that immediately, or in about half a minute. I looked for that train coming out; it did not come out. I received no other message at that time. I waited four or five minutes for the train to come out. I waited in the box two minutes more. I received another telegraphic message at 8.52—"Train was not out." I answered, "Yes," thinking that the other signalman was speaking of the first train. An answer from the south end came, "No; they have run into each other." I got that message at the same time, 8.52. It was all one message. I have known the signal at my post fail to act. I can't say how often, but perhaps two or three times within two or three years. It has failed to act from the train wheels passing over, and also from my wheel from the box. The usual way for asking if a train is out is to give a beat of the needle to the right and a beat to the left. That was not the signal he made. It did not occur to me that he was asking about the second train. I had received two signals in, and had given only one out. I had not forgotten that I had given one out. I did not understand that the message applied to the second train till he told me that the trains had run into each other. I have before known trains come as quick as they did on this occasion—that is, three trains within seven minutes. The signal "right" for the second "train in" was given by me about a minute after I had telegraphed the first "all right;" that would make the trains about two miles apart. When the signal is out of order we use hand-signals, which are flags by day and lamps by night.

Charles Dewing, the second signalman at the south end of the tunnel, was next called, but his examination did not elicit anything of importance. The inquiry was then again adjourned.

The bodies of most of the sufferers have been either removed by their friends or interred at the expense of the company. The funerals have generally been attended by large numbers of people, who manifested the utmost sympathy with the unhappy fate of the deceased. Most of the persons injured are in a fair way of recovery, though there are still some whose condition remains very precarious.

THE OUSE REGATTA.

THE annual contest for the silver cups which form the prizes for this celebrated regatta took place on Wednesday, the 21st inst.; and the good people of Bedford had reason to congratulate themselves on the immense concourse of spectators who were brought by excursion-train and every other available species of conveyance to be present at the show. The preparations, however, were on a scale well calculated to provide for the expected guests; and even the sports and amusements of visitors were not forgotten, since a tent was pitched on a meadow near the river, and, while various games were set on foot during the day, dancing continued in the evening.

The sketch from which our Engraving is taken was made in the gardens of the Swan; and this was the principal point of attraction, since not only are the grounds themselves a pleasant promenade, but on this occasion they were prettily ornamented with flags and streamers. The bowling-green, which stands at some height on the site of the ancient keep, formed a vantage-point where a good view of the south-eastern part of the county could be obtained; and on this spot two galleries, lined with coloured drapery, were erected for the Bedfordshire Militia and Bedford Rifle Volunteer bands, who played alternately during the afternoon. The attendance was very large, including the principal families of the town, as well as a considerable number of the county gentry. During the day about a thousand persons entered the gardens, where they had an excellent view of the rowing. The silver cups, which were of elegant design, were furnished by Messrs. Bull, silversmiths, of the High-street. The rowing of the various crews was far superior to that of former occasions.

The result of the contest was as follows:—

The Scullers' Race for a silver cup, value 5 guineas. Won by W. Bettison.

The Scullers' Race, open to all the world. First boat, £10; second boat, £3; third boat, £3. Won respectively by W. Collins, of Oxford (white); G. Drewitt, of London (yellow); and Randolph Cook, of Oxford (dark blue).

The Town Pair-oared Race for a silver cup, value 5 guineas. Won by Messrs. Robinson and Bettison.

The Open Scullers' Race (amateurs) for a silver cup, value 5 guineas, won by Mr. J. C. Hawkshaw, of Trinity College, Cambridge (dark blue).

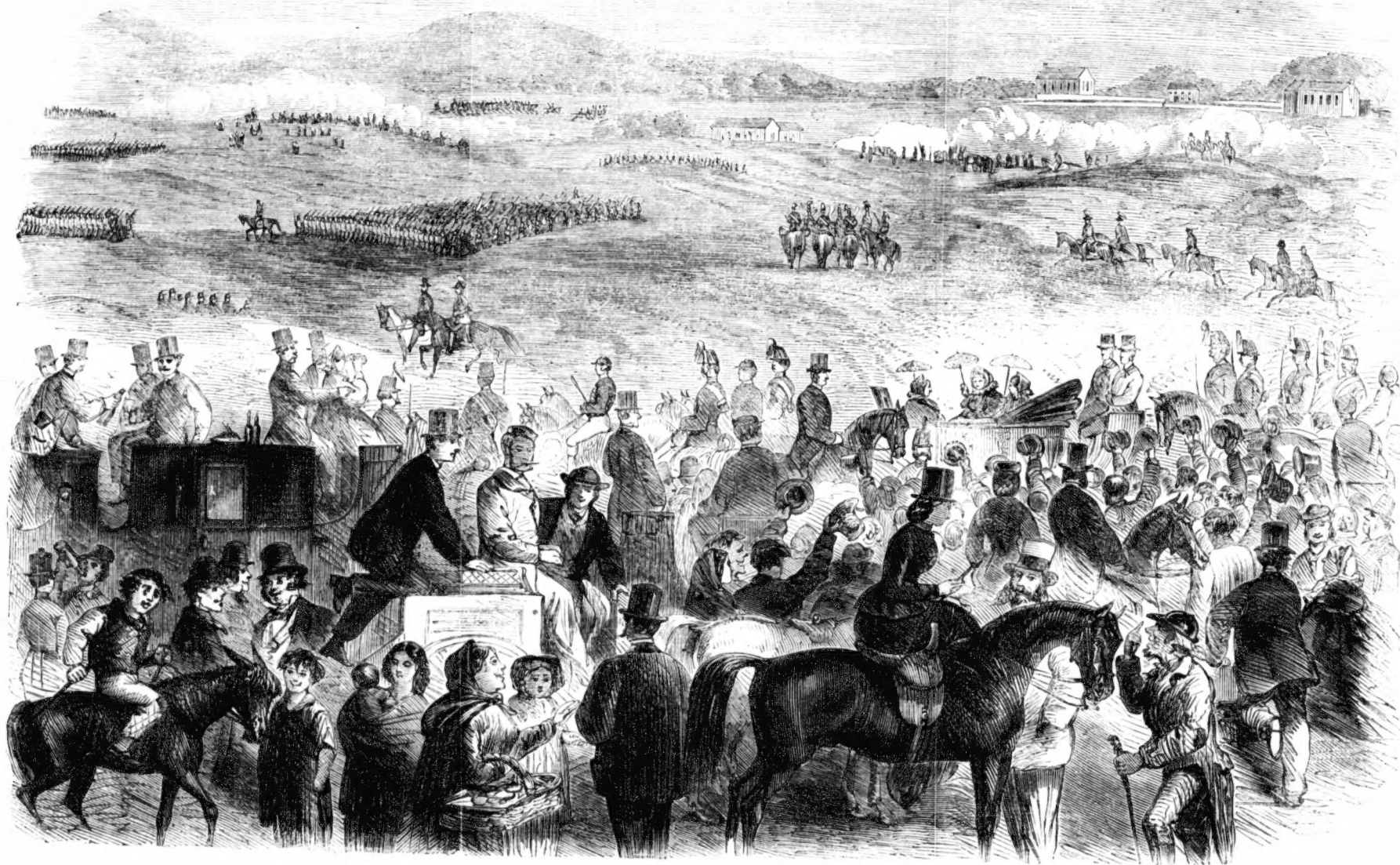
The Open Four-oared Race (amateurs) for a silver cup, value 20 guineas. This race was opened by the Derby and Cambridge crews, who were drawn for the first heat. The Derbys wore light blue jackets and caps; the colours of the Cantabs (black and white) were represented by the dress of their coxswain. After a magnificent race the heat was won, by barely a quarter-boat's length, by Cambridge (J. Foster, J. Diver, J. King, Ellwood, and E. Leach, coxswain). The second heat was between Cambridge and the crew of the London Rowing Club, who reached the winning-post by about a boat's length ahead (the crew were H. N. Custance, W. Foster, C. Boydell, W. T. Burgess; H. H. Weston, coxswain).

The Pair-oared Race (amateurs) for a silver cup, value 10 guineas, was won by the London Rowing Club crew (W. Foster and W. T. Burgess), the Cambridge boat having run into the island, and lost all chance of the race.

The final heat of the Open Scullers, mentioned above, closed the day's proceedings, or at least those of the race itself; but there still remained the usual dinner and the presentation of the prizes. This concluding banquet and ceremony was celebrated at the Swan, where the chair was taken by Mr. T. W. Pearce, Mr. Alderman Higgins occupying the post of vice-chairman. The evening was passed in the proposing of sundry toasts, in mutual complimentary speeches, occasionally enlivened by songs, according to the usual manner of such social gatherings.

THE PAPER-DUTY DRAWBACK.—In answer to inquiries made by Mr. Adam Black, M.P. for Edinburgh, the Chancellor of the Exchequer states in a letter to that gentleman that he is advised by the law officers of the Crown that books exported for the purpose of claiming the drawback of excise duty thereon, and with a view to reimportation after the date when the paper duty ceases, are not exported as merchandise within the Act 2 and 3rd Vict., c. 23, and that consequently there is no title to drawback upon them, and that any person having obtained the drawback under such circumstances might be compelled, by information in the Court of Exchequer, to refund it.

THE DISPUTE IN THE LONDON BUILDING TRADES.—This dispute, after having continued for the long period of twenty-two weeks, has, at least for the present, come to an end in the case of two of the branches involved in it. The plasterers and the carpenters have resolved to resume work under protest against the hour system, for the purpose of laying by a fund to enable them to recommence the strike for the compromise in the spring. There is no reason, however, for anticipating a speedy termination of the struggle on the part of those trades which are still on strike. The bricklayers are busy extending their organisation in various directions; and the masons, who form by far the strongest organisation in the building trades, have resolved to continue the strike, if necessary, through the winter. The contributions from the country districts in support of them have, within the last fortnight, risen from £50 to £120 per week, and, as each mason in work within the metropolitan area contributes 3s. per week towards the strike fund, there is every probability that in their case the struggle will be indefinitely prolonged.

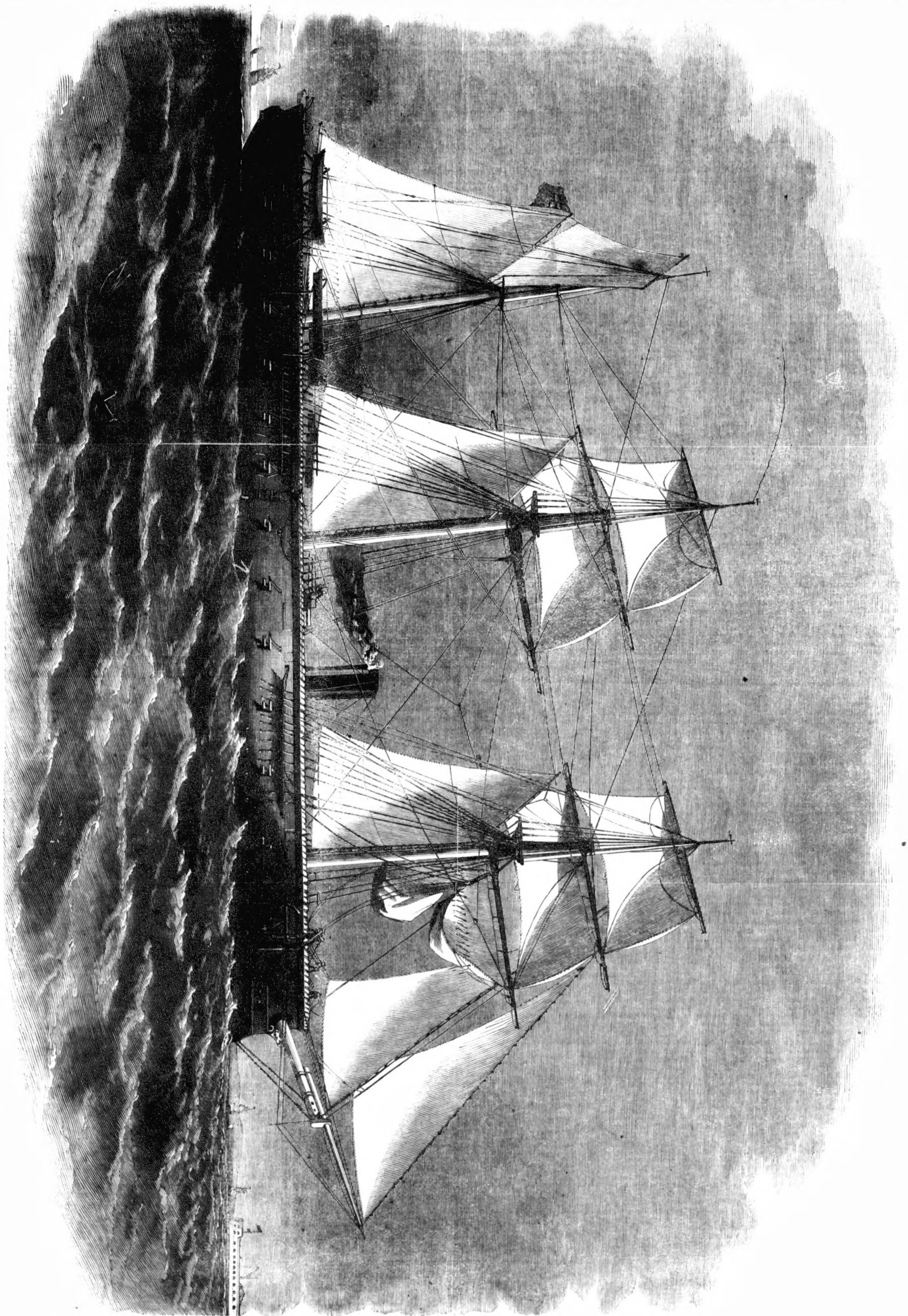


HER MAJESTY'S VISIT TO IRELAND —THE REVIEW ON THE CURRACH



THE OUSE REGATTA, SKETCHED FROM THE GARDENS OF THE SWAN AT BEDFORD.

THE RESISTANCE STEAM-RAM.



HER MAJESTY'S STEAM-RAM FRIGATE RESISTANCE.

THIS powerful addition to our Navy is fast approaching completion, and will very shortly be ready for sea. She is the first of a new class of fighting ships now generally known as "rams," from the great strength and peculiar formation of their bows, and are supposed to be capable of running down and destroying the most powerful armed ships afloat.

The Resistance was built for the Government by Messrs. Westwood, Baillie, and Campbell, of Millwall, Poplar, and is a noble specimen of iron ship-building. Her extreme length is 292 ft.; beam, 54 ft.; depth of hold, 38 ft. with all her stores, &c.; and she will draw 25 ft. of water. She is built entirely of iron, with the exception of two layers of teak, each respectively 9 and 10 in. thick, through which the armour-plates are bolted to the vessel, in a similar manner to the Warrior. The plates are of the best rolled iron, $\frac{1}{4}$ in. thick and 17 ft. long each, tongued and grooved. Her armament will be the most powerful one that has yet been placed in any vessel, being composed almost entirely of Armstrong guns, which are disposed in the following manner:—On the main deck, sixteen 100-pounder Armstrong guns, and four ordinary 68-pounders; and on her upper deck two 100-pounder and four 40-pounder Armstrong guns. She is the sister vessel to the Defence, also in a forward state.

IRELAND.

THE SOCIAL SCIENCE CONGRESS.—The meeting of the Social Science Association at Dublin was brought to a close on the 22nd inst., after a most satisfactory and successful session. The secretary read a summary report of the proceedings of the congress, which was unanimously adopted, and a vote of thanks to Lord Brougham for his services at the meeting and to the course of progress generally, which was duly acknowledged by the noble Lord, wound up the business of the session. Sir Robert Peel appeared for the first time at the meetings on the closing day, and received a very hearty welcome.

DRINKING AND PAUPERISM.—Mr. Benjamin Scott, Chamberlain of the city of London, read a paper at the recent Social Science Congress in Dublin in which he pointed out the intimate relation which exists between intemperance and pauperism, between temperance and self-reliance, action, on the part of the people. We give the following extract:—"The home consumption of spirits in Ireland materially diminished during the last five years, the number of gallons being respectively—1856, 6,781,068; 1857, 6,929,046; 1858, 5,636,912; 1859, 5,748,534; 1860, 4,714,358—showing a falling off in consumption during the period of no less than 2,066,710 gallons of that which is the staple drink of the class from which paupers are gathered. That this is not the result of inability on the part of the people to obtain the indulgence, had they desired it, is evident from the increased consumption of tea and coffee during the corresponding period, and the augmented number of depositors and their deposits in the savings bank. The consumption of tea and coffee increased in Ireland from 9,171,257 lb. in 1856 to 11,563,631 lb. in 1859, an increase in the period embraced of no less than 2,392,374 lb.; while between 1855 and 1859 there was an increase of 11,047 depositors in savings banks, and £389,192 deposits. Now let us turn from these cheering indications of increasing temperance and providence to the gauge of pauperism, and the correspondence between temperance and self-reliance is again apparent. The total numbers in workhouses in Ireland from 1855 to 1860, and the total poor rate collected in those years, are as follows:—Paupers in workhouses—1855, 79,211; 1856, 63,235; 1857, 50,665; 1858, 45,799; 1859, 49,380; 1860, 41,271. Rates collected—1855, £835,894; 1856, £723,201; 1857, £585,583; 1858, £525,595; 1859, £523,065; 1860, £509,380: showing a reduction in the period of 37,940 paupers, and of £326,514 collected. It is probable that many disturbing circumstances should be taken into account in dealing with these statistics, but the great and incontrovertible fact remains, and the moral it conveys."

SCOTLAND.

TRADE BETWEEN FRANCE AND SCOTLAND.—"A line of steamers," says the *Constitutionnel*, "to ply regularly between Scotland and France—that is to say, between Leith and Dunkirk, has just been established. This new line of communication is one of the first results of the suppression of the sliding scale; the importation of corn and flour to Leith has within the last three months exceeded that to London, and it will become still more important at the beginning of winter, when the Baltic will be closed. Oil, cake, wine, and plaster of Paris are exported in large quantities from France to the north, and she receives in return Scotch pig-iron, flax, yarn, and fabrics of Dunfermline, Dundee, &c. Another line of regular steam communication has just been established between France, Ireland, and Scotland—that is to say, from Havre to Belfast and Glasgow, and it will perhaps be extended to Dublin."

A GREAT HERRING DAY.—There was an immense take of herrings off the north coast of Scotland on Saturday week. At Wick, especially, the take was enormous. The *Northern Echo* thus describes the scene there:—"At ten o'clock the slight flood admitted of those boats that had first arrived showing up, and the first motion in that direction was followed by a corresponding movement at the entrance, where the crowding, crushing, shouting, cracking of oars, jostling of boats, and other exciting symptoms were continued for three hours. Boat after boat entered, many of them heavily loaded, till both harbours were literally a moving mass of boats, spars, masts, oars, and human beings. Meanwhile, at the various stations all was bustle and animation. Nets were being landed and carted off; brawny Highlanders were carrying ashore the capture of the morning; fishermen and their assistants were 'keeping tally'; hundreds on hundreds of nimble-fingered young women were 'gutting' and 'packing' with an expedition which astonished strangers, and in the course of a few hours filled many thousands of barrels; crowds of spectators were viewing the scene with eager interest, while the streets of the town were all but entirely deserted. Towards evening the slight maintained its animating features. Seven, eight, nine, ten, eleven, twelve o'clock came, and though most of the curers had succeeded in getting through by ten, those that were heavily fished or were short of hands were still busy; lanterns were every here and there erected; men and women toiled on to save the fish from spoiling; and after all had succeeded in either having them gutted or preserved in salt, it was found that on a moderate computation 13,000,000 of herrings had on Saturday passed through the hands of the women in the Wick district, or on an average of about 9000 to every gutter and 12,000 to every picker. And the practical result was the addition of £20,000 at least to the wealth of the place, to be scattered among thousands of families throughout the north-east and western districts of Scotland; 40 cargoes of 500 barrels each, 20,000 barrels filled, and an amount of debt paid which relieved many an anxious mind."

THE PROVINCES.

ALLEGED MURDER AT COVENTRY.—Three persons, two women and a man, named respectively William Beamish, Emma Statham, and Jane Stokes, have been charged before the Coventry magistrates with poisoning the wife of the male prisoner. It is stated that an improper intimacy had for some time existed between the man and one of the females, hence the motive alleged for the commission of the crime. The prisoners were remanded.

THE LATE MURDERER IN CAMBRIDGE.—Thomas Harvey, who murdered his mother last week at Fen Ditton, Cambridgeshire, committed suicide directly after perpetrating the horrid crime. His body was found suspended, at a height of about thirty feet from the ground, to the bough of a tree about 200 yards from his mother's house, where it had remained for several days. Beneath the tree was a hammer with which the murder was committed; a labourer's ordinary knife open, with a blade about four inches long, the blade nearly covered with blood; also a piece of the suicide's scarf, about six or eight inches long. The murderer had evidently ascended the tree and put an end to his existence with the remaining piece of his scarf. The piece of the scarf with which he hanged himself was only sufficient to give him a fall of about a foot, and his death agony must consequently have been a most protracted one. A singular part of the matter is that about a dozen men were at work for some days close under the tree, though in a different field, and that a straw-stack was built up close to and nearly the height of the body without the latter being seen. An inquest has been held on Harvey's body, and a verdict of "Felo de se" returned. Mrs. Witte, the other woman injured, is slowly recovering, but is terribly disfigured by the wounds inflicted upon her by the murderer; one out from the sharp end of the hammer has severed both lips and gums and knocked nearly all her teeth out.

MURDER AT WOOLWICH.—Peter Misterton, a private in the Royal Artillery, was last week condemned to death for murdering his Sergeant in the guard-room of the Royal Arsenal at Woolwich. The prisoner alleges that he was so drunk at the time of the occurrence that he knows nothing about it. The execution is to take place on the 5th of September, at Maidstone.

A MEETING OF RAILWAY SHAREHOLDERS was held in the City on Tuesday for the purpose of taking steps to lessen the liability of railway companies to make compensation in case of accidents.

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ILLUSTRATED TIMES.

SATURDAY, AUGUST 31, 1861.

THE SEQUEL TO AN EXCURSION-TRAIN.

WHEN, last week, we pointed out to our readers, in as strong terms as we could command, the indifference to public convenience and the shameful delays of railway officials in the matter of excursion-trains, the subject had not assumed the awful character which it has now received from the collision on the Brighton line. Few persons, perhaps, ever enter one of those long, dark tunnels without striving to divest their imaginations of the horrible picture which might be presented, not only by a collision, but by a mere fall of earth, in the centre of the subterranean cavern, blocked up from light, and miles from the nearest human assistance. The engine appears like a huge enslaved enchanter, unwillingly whirling us through the bowels of the earth, but waiting his demon opportunity to turn upon his masters—to crush, rend, stifle, and boil them, amid such shrieks and smoke, sulphurous odours and whirling fire, as shall render Pandemonium a fact within "excursion" distance of our own doors.

The first question which occurs to the mind of every one on such occasions as this is, "Could the disaster have been avoided by that reasonable care and attention which passengers paying for their carriage have a right to expect?" To answer this in the present case requires no subtle researches into the evidence, no judgment of more than ordinary acuteness. No two trains ought, by the laws of the rail, to be in a tunnel on one set of rails at the same time, and two trains in the Clayton tunnel result in accident. But a signal was provided expressly to prevent such a result. Was that signal kept in proper order? was it sufficient? was it properly used? was a proper person left in charge? If one of these questions can be answered in the negative, the railway company's defence fails utterly. Now, how are these questions answered by the facts as they appear in evidence? The signal was in the habit of refusing to work, on which occasions, says the company's witness, it was reported. It was out of order a few hours before the accident, and was not reported; it was out of order at the time of the accident, and hence the disaster. A telegram was dispatched inquiring whether "she," meaning a train, had passed, the truth being that three trains were to follow with scarcely an interval. The signal when refractory was treated sometimes with lamp oil, "which was not much of stuff for it," says its guardian. He, moreover, admits to have been agitated on finding the trains in such rapid sequence, with the probability of an accident. No wonder, poor man! for on his daily duty it appears that he has to remain twelve hours at a stretch, and once a week twenty-four. Twenty-four hours on duty! We have special Acts of Parliament prohibiting cruelty to animals. For such cruelty by an employer or set of employers upon a trusted servant, perhaps the appropriate punishment would be pecuniary, since the avarice which committed the offence must thereby suffer. But, unluckily, this can only be inflicted through the interposition of bruised and shattered passengers, of ruined families, of sorrowing widows and orphans, whose damages must be assessed by juries bamboozled by opposing counsel, and filtered, at last, through the "extra costs" account of nisi prius attorneys.

We find, too, that much is left to the judgment and discretion of subordinate railway officials. As a rule, we admit these men to be a most manly, judicious and creditable class of the community. They are furnished with private time-tables, which of course they may study at their leisure. But what avail their study if trains are run with reckless disregard of punctuality? We find that engine-drivers are in no way blamed if behind time at the stations. Only the public grumble, the directors do not. Only the public regards the loss of so much time; the directors know, or ought to know, that this very loss of time endangers loss of life and limb. The passenger loses a child, a wife, and a pair of legs. The directors pay the damages, and cast the loss upon the shareholders.

This unpunctuality, bad enough when the time for arrival of every train is predicted, gives way to a worse default in an excursion-train, for in this instance the times of arrival, as we last week pointed out, are not given at all. When given, as we have seen, they are not adhered to. In fact, if the three trains issuing from Brighton on that fatal Sunday last had kept time, no two could have come together in the dark tunnel; and in broad day no two could have come together at all. But if—and if—and if—and so on. "If proper management had been used," is the sum and total of the sequence of every "if" which can be brought to bear on the subject.

This very moment of weeping, wailing, agony, and horror, happens to be the one which certain directors must choose to appeal to the public against the excessive damages awarded by juries in cases of railway accident! Was ever infatuation more mad? They lay as a source of complaint that one company has in one year paid £80,000 as damages (exclusive of costs and injury to stock); and this they have the idiotic folly to bring as a complaint against—not their own bad manage-

ment, but the constitution and power of English juries! How many shattered nervous systems, crippled limbs, bereaved families, are represented by this £80,000? Yet half this sum would have sufficed for the employment of such a force of intelligence, knowledge, and activity, as would have sufficed, not only to render "accident" almost impossible, but so to increase the comforts, facilities, and ease of railway travelling as to multiply the passengers and thereby add to the company's revenue. Instead of losing this £80,000, if £40,000 had been judiciously added to and used in the company's working capital, the larger amount might have been added to the credit instead of the debit side of the account.

We repeat that we write these articles with no ill-will towards the system of excursion trains. On the contrary, we believe in the plan, and ardently desire to see it carried out thoroughly. This can only be done, however, we are convinced, by embodying such trains as part of the regular traffic, announcing the times of arrival and departure as in other trains, and exercising over them the same protective supervision which experience has shown to be necessary in the case of ordinary trains.

SAYINGS AND DOINGS.

MONDAY LAST was the forty-second anniversary of the birth of the Prince Consort, and was celebrated in the usual way at the various public offices, Royal arsenals, barracks, &c. There were also ringing of church bells and partial illuminations in London and other towns—especially at Windsor, where a public dinner took place on the occasion.

IT HAS BEEN RECOMMENDED THAT PRINCE LEOPOLD shall pass the ensuing winter in a mild climate, and his Royal Highness will accordingly proceed to Italy in October.

THE QUEEN has nominated Field Marshal Lord Viscount Combermere and General Sir George Pollock to be Knights of the Most Exalted Order of the Star of India.

THE DUKE DE NEMOURS, accompanied by his children, Princesses Marguerite and Blanche d'Orléans, and a numerous suite, arrived at Cologne on the 21st, and left on the following morning, on their way to Claremont.

KING VICTOR EMANUEL has just decorated ROSSINI with the insignia of the Order of Merit, the highest distinction in the Italian kingdom.

THE MARCHIONESS OF BREADALBANK died at the family mansion, Park-lane, on Wednesday morning.

IT IS PROPOSED TO ERECT A MONUMENT in honour of the late Lord Herbert.

A LETTER FROM CORFU states that the climate of that island has produced the most beneficial effect on the health of her Majesty the Empress of Austria.

MR. EDWIN JAMES, who left Europe by the Fulton, arrived at New York on the 5th.

THE ROYAL MAIL STEAM-SHIP ARABIA, which sailed from Liverpool, on Saturday, for Boston, U.S., took out £11,754 in specie.

MR. RICHARD OASTLER, well known for his opposition to the Poor-law Act, and by his efforts to reduce the hours of labour of women and children in factories, died at Harrogate last week, in his seventy-third year.

PRAYERS FOR RAIN have for the last few days been offered up in all the churches at Genoa. Water for drinking is so scarce that 2d. is paid for a single pail, and no family can obtain more than one a day.

ON MONDAY one boy was killed, and two others severely injured, in consequence of falling from a carriage running in opposition to Mr. Train on a tramway on the Kennington-road. The deceased fell under the carriage, and was nearly cut in two by the wheel passing over him.

THE *Bucks Advertiser* says:—"The once-famed house of Stowe is about to be rescued from its fallen state, as steps are to be taken to refurnish suits of rooms for the Dowager Duchess of Buckingham and the present Duke and Duchess."

JOHN STUCKER has been arrested on the charge of murdering Mrs. Hill, wife of a gamekeeper, at Everleigh. He was brought before the magistrates at Marlborough, and remanded.

A MAN NAMED FLEMING threw himself out of a window of his house while in a state of excitement from excessive drinking. He was so much injured that he died almost immediately.

A LETTER has been received from Dr. Livingstone, the African explorer, in which he reports considerable suffering from fever, even among the native members of the expedition; but, notwithstanding many difficulties and discouragements, the doctor writes in a hopeful tone.

GENERAL TERN is about to marry the Princess Weiss-Bonaparte, a young lady of seventeen.

A JEWEL HOTEL has just been opened at Vienna, the first of the kind in the capital of Austria. All the persons employed in it belong to the Hebrew persuasion.

A NUMBER OF GENTLEMEN, Liberal electors of South Lancashire, have held a meeting and determined to take steps for securing greater attention to the register in the Salford hundred.

TOM DWYER, of Drangan, county Tipperary, is now entering on his 100th year, and is in the enjoyment of sound health.

A DRUMMER OF THE ROYAL MARINES was killed by sunstroke while bathing at the military bathing-place, Chatham, on Tuesday last.

IT IS PROPOSED TO introduce the cochineal insect into Australia. The cacti, on which the insect feeds, grow luxuriantly in many parts of the Australian colonies.

A PORTION OF THE BODIES and numerous articles of clothing of the Alpine guides who were lost in 1820, whilst ascending with Dr. Hammett, have been discovered in the lower part of a glacier.

THE BUSINESS OF THE FOREIGN OFFICE has been removed to No. 7, Whitehall-gardens, where it will be carried on in future.

THE *Gazette de Trieste* states that the attempt to launch the iron-sided frigate the Salamander at that port proved a failure. The vessel stuck fast on the ways before reaching the water.

THE SECRETARY FOR WAR has intimated that volunteers who do not attend the annual general inspection are not effective.

THE OWNER OF THE TICKET which has won the prize of 100,000*fr.* at the Amiens lottery is resident at Havre, but, though he took the precaution to write down the number, he has mislaid the ticket, without the production of which he cannot, of course, receive the prize.

THE EXPENSES OF THE FEDERAL GOVERNMENT OF AMERICA are estimated at £250,000 per day.

THE WELSH Eisteddfod, or meeting of bards, at Aberdare, was brought to a conclusion on the 23rd inst., after a very successful and agreeable gathering.

THE ROMAN CORRESPONDENT OF AN IRISH PAPER states that Dr. Cullen will probably be one of a batch of new Cardinals which the Pope is about to create.

THE *Norfolk News* states that it is understood that the Right Hon. Lord Hastings has given leave to his tenantry on the Melton Constable estates to kill hares and rabbits.

DURING ONE DAY LAST WEEK, between the hours of six a.m. and six p.m., no fewer than 4123 persons refreshed themselves at the Royal Exchange drinking-fountain.

NO LESS THAN 15,000 BALES OF SURAT COTTON were last week exported from Liverpool to New York—a proof that the "cotton famine" has already set in in the Northern States.

THE *Army and Navy Gazette* states that Lord Clyde will leave London in a few days for Germany as the military representative of England at the important military manoeuvres of the Prussian army about to take place between Coblenz and Düsseldorf.

THE *New York Herald* publishes the very improbable story that Garibaldi had placed his sword at the disposal of the Federal Government, and that Mr. Lincoln had accepted the General's services.

MR. BOUTICAULT, author of "The Colleen Bawn," has just paid a flying visit to Paris to complete arrangements for the performance of his popular drama at the Ambigu, where it is shortly to be produced.

THE CONSERVATIVES OF LEICESTER are making preparations for a great party dinner in that town about the beginning of October.

THE SPEECHES OF COUNT CAVOUR are about to be published in a volume by the National Italian Society.

THE LOUNGER AT DOVER.

THE CINQUE PORTS.

LORD PALMERSTON has been by many of the papers dubbed Lord Warden of Dover. There is no such officer. His Lordship's titles are Lord Warden of the Cinque Ports, Admiral and Chancellor of the Cinque Ports Fleet, and Constable of Dover Castle. I fancy that there are no duties and but small emoluments attached to these offices. Duties there can be none, for the Cinque Ports have none. There are a few ceremonies now and then to be gone through, but certainly no duties proper. And, then, as to the titles of Admiral of the Fleet and Constable of Dover Castle, there is no fleet—not even a dock-hut; and Dover Castle is in the custody of the Commander-in-Chief. The Cinque Ports, however, constituted in old times a very powerful and important incorporation, and so old is it that history has not been able by the most diligent search to discover its tap-root. It was Saxon in its origin, some say, and in proof they point to the fact that the Warden was once called "The Admiral of the Saxon Shore." The formal enfranchisement of the Cinque Ports took place in the reign of Edward the Confessor. It was of the nature of a feudal institution bound to furnish ships to the Sovereign when he needed them, who in return gave the port valuable privileges, such as rights to flotsam and jetsam, and lagan, freedom from tolls, &c. One of these privileges has come down to our own times—to wit, the right of the barons of the Cinque Ports to carry the canopy at the Coronation, and to dine at a side table set apart for them on the right hand of the Sovereign. The Barons are the Mayor and Aldermen of the Cinque Ports. The business of the Cinque Ports was managed by a Parliament, which had a Speaker and a Sergeant-at-Arms, and was governed by orders of the House very similar to the orders of the House of Commons. Indeed, antiquaries go so far as to say that this local Parliament is far more ancient than the national assembly, and that the national assembly is a copy of this Parliament of the Cinque Ports. I believe that the ghost of the Parliament even now occasionally visits the earth. Some few years back it appeared in Hastings, under the presidency of the Mayor, who, *virtute officii*, was Speaker according to ancient custom. And it went to church, heard a capital sermon touching the ancient glories of the Cinque Ports, afterwards dined, drank punch out of a huge bowl made out of certain ornaments from the canopy used at George IV.'s coronation, and then "prorogued." The Cinque Ports in proper order are Hastings, Sandwich, Dover, Romney, and Hythe. Rye and Winchelsea are not called Cinque Ports, but are termed in the proceedings "ancient towns." They had, however, all the privileges and performed the duties of Cinque Ports. Each port had what were called "limbs." Hastings had, for example, Sanford, Pevensey, &c. These limbs, like Rye and Winchelsea, were practically Cinque Ports. Such was the Cinque Ports corporation; and any one who reads attentively the History of England will find that they did the State good service for many centuries. "For 600 years," says a local historian, "they maintained the naval glory of England, which they mainly contributed to establish." In the year 1200, by a law published at Hastings, King John commanded that all foreign vessels should strike their topmasts to the English flag on pain of capture and confiscation. This assertion of right to the sovereignty of the seas was, perhaps, rather a premature brag than a reality, but it shows in what estimation the Cinque Ports were then held that this proclamation was first published at Hastings.

THE INSTALLATION.

The assembly at which Lord Palmerston was installed is called a "Shepway." It is a meeting of the Barons of the Cinque Ports and other functionaries. It is called a "Shepway" because it was formerly held at a place named Shepway, originally, no doubt, Shipway. It was on the coast somewhere between Hastings and Dover, and must have been a town of some importance. But old *Tempus, edax rerum*, has quite devoured it—eaten it away so effectually that not a vestige remains. The shepway at which the installation was performed was held at the "Drop Redoubt," on the western heights; but before that business could be done there was much else to be gone through—the volunteers had to be marched up to the back of the castle on the eastern heights to be inspected by the Lord Warden. This part of the ceremony I did not see. The weather was hot, the road was dusty, the distance some two miles, and so I proceeded to the Drop Redoubt, where I could command a view of the winding road, the castle, the saluting battery, and the gaily-decked streets of the town. There to lie, with all this in the front, and the blue sea dotted with ships right away to the coast of France, was much more pleasant than toiling through dust and heat after the multitude. It was two o'clock ere the inspection was over, and the saluting guns opposite announced that the Lord Warden had returned to the castle—nineteen guns were fired. This is according to etiquette. Royalty has twenty-one; my Lord Warden nineteen. He stands next to Royalty in the roll of honour. About half an hour after his Lordship entered the castle, by aid of my glass I could discern a stir in the crowd at the castle gates. Again the cannon in the battery opened their iron throats, and again a salute of nineteen guns boomed and echoed in rapid succession across the valley. The procession was once more on the move; and to watch it as it wound down the hill, and passed through the streets crowded with flags, was one of the prettiest sights that could be imagined—and all the pleasant that I was far above all the dust and turmoil and heat and noise which those had to endure who were in the midst of the scene. It took nearly an hour for the cortege to reach the Drop Redoubt. His Lordship rode on horseback. He was accompanied by Mr. W. Cowper, and a long train of local notabilities.

The Drop Redoubt is part of the extensive and expensive fortifications now in progress on the western heights. It is not finished—indeed, it is in a very rough state; but the authorities had rigged a long tent, lined it with striped cotton, and furnished it with a dais for the Lord Warden, and other conveniences. This singular place was chosen for the ceremony because, aforesaid Lord Wardens have been installed here. It is the site of an ancient lighthouse, named Reading Stone Lighthouse, the foundation of which may be seen now. About three o'clock there were some signs of the approach of the procession. The Mayor of Hastings, magnificently got-up in scarlet robe, cocked hat, and with some wonderful brooch-like ornament suspended from his neck by a broad blue ribbon, was the first to enter, then other civic functionaries with maces followed, and at last the observed-of-all-observers, Lord Palmerston, dressed in a coat of blue with red collar, very much like a postman's, marched up the room. His Lordship also wore the ribbon and star of the order of the Bath. The singular coat was the uniform of the Cinque Ports. His Lordship, having walked up the hill, looked hot and blown, otherwise he seemed remarkably well. He took his seat on the dais, and then the ceremony began. But I will not trouble your readers with the details—the calling over names of the Barons, the verification of their powers, which was, to say the least of it, more tedious than interesting. When all these formalities were over, his Lordship made a declaration that he accepted the office, and promised to do all that was necessary in the premises. It had hitherto been customary for Lord Wardens to take a formidable oath to preserve all the rights and privileges of the Cinque Ports, &c.; but it is understood that his Lordship declined to swear to anything. All these so-called rights, &c., are dead and obsolete—why should we swear to preserve them? He would make a simple declaration, and no more; and so the solemn functionaries, however shocked they might be at this departure from old use and wont, were fain to be content. When this declaration had been made the seneschal waved a flag as a signal to some one outside, who waved another to the artillery on a redoubt below, and immediately cannon again spoke, and announced to the world that the installation was complete. And now surely the business is over and done—but, no; for Dr. Phillimore, arrayed in wig and gown, is up, and evidently

means a speech. Dr. Phillimore is the Admiralty Proctor, but what he specially had to do with the business he knows better than I. It appears, however, that this also was according to custom, and so Dr. Phillimore made his speech to the noble Lord, and an eloquent speech it was; but as to the matter, the less that is said the better. The learned Advocate laboured to prove that, though the life and spirit are entirely departed from these old institutions, that is no reason why they should not be preserved, which we take to be a fallacy, for that when a thing is dead it ought to get itself decently buried is a maxim incontrovertible. After Dr. Phillimore had had his say, Lord Palmerston arose, and in due form returned thanks, to the great delight of the mayors, and clerks, and beadles, and macebearers, and company generally, who cheered him lustily. They afterwards gave three cheers specially for the Lord Warden, three for Lady Palmerston, and three for the Queen; and then the Shepway broke up, and, escorted by the volunteers and an immense crowd, his Lordship wended his way to the Townhall to dine. The dinner I did not attend, but hurried away by the first train. Amongst the crowd I saw some old familiar faces. Mr. Bass, the member for Derby, was there; Baron Meyer Rothschild, member for Hythe, in scarlet uniform; Lord Elcho, in his Scotch costume; Mr. William Cowper, the Lord Warden's stepson; the Hon. George Waldegrave, in Windsor uniform of blue and gold; he was in special attendance upon the Lord Warden. Mr. Nichol, the member for Dover, was also present. But of the county gentlemen I saw none, and their absence was a general topic of talk. I am told that even the Lord Lieutenant of Kent was absent. It was in 1765 that a ceremony of this sort last occurred, and I fancy that no one will ever see another, for, *Cui bono*? It may flatter the vanity of these local mayors, &c.; it may put money in the purse of the town clerks, &c., but it is an empty, unmeaning ceremonial. And, I should say, to the prime performer it could be nothing more nor less than an intolerable bore to be thus led about like a tame bear under a broiling sun from eleven o'clock in the morning till five in the afternoon. Lady Palmerston was at the castle, but was not at the inauguration—a journey up those tremendous heights, part of which could only be performed on foot, was a labour too great, probably, for her Ladyship to attempt.

Literature.

Edwin of Deira. By ALEXANDER SMITH. Macmillan and Co.

It is not a new doctrine to the readers of our reviewing columns that the question whether any so-called "poem" is poetry or not does not admit of a wholesale, off-hand answer, unless, indeed, we say that nothing should be called poetry which leaves any corner for doubt in the mind of the reader. It may be urged that it would not do to say that, because tastes and opinions differ so much that the result would be the decision that there is no poetry whatever in existence, everybody being sure to exclude some particular passage from his category. But, in truth, whatever deliberate, cold-blooded criticism may have to say, there are plenty of poetic products about the real claims of which there is less doubt in the world at large than about many of the leading points in morals. The great difficulty arises when complications occur such as are very well represented by the poem before us. Obviously the writer is a man of intensely poetic moods, possessing a very large command of poetic forms. Not seldom he writes a beautiful thing, and in whatever he does he aims at the highest. But the relation of what he writes to the very extensive poetic literature of his day is a most difficult question. Of course it is to be expected that the greatest poet of the time should be his model; or, to speak perhaps more correctly, it is to be expected that he should write in the manner of the time as carried to its highest pitch by the best poet of the time. So that it is nothing at all against "Edwin of Deira" that it suggests Mr. Tennyson's "Idylls of the King." But then, when you have read it—even omitting all notice of particular "plagiarisms" or "reminiscences"—there does not seem sufficient matter for the pomp and circumstance of the composition; and you half fancy that the poet has been indebted to his cork-jackets of "reminiscence" and his free use of models for being able to keep his chin above water long enough to say a good thing now and then "out of his own head." This, of course, is reversing the order of things. The poet ought to have plenty of good things to say out of his own head; and his use of models, and his introduction of reminiscences into his composition should be merely attendant upon his delivery of the good things. The difficulty which exists in determining the extent to which any given writer of poetry is self-sustained constitutes, of course the great difficulty of criticism. Sometimes it happens—as in the case of "Gray's Elegy" written in a Country Churchyard—that a poem which, examined in detail, presents numerous instances of "plagiarism" or "reminiscence," may be, taken in the lump, original, the whole being greater than its parts in virtue of unity of conception, fusion, and force of combination in the appeals made to the larger sympathies of the human heart to which all catholic poems refer themselves. Mr. Smith has not yet undergone that consolidation of the feelings and faculties following upon large and varied experience of life which enables a man to write a catholic poem; and "Edwin of Deira" will not, we think, affect his reputation one way or the other. The well-known story of the first Christian King of Northumbria is not particularly well told. Certainly the heart is not touched from beginning to end of the poem, which is, however, as full of felicities and near approaches to greatness of expression as Mr. Smith's writing usually is. The pointing out of "reminiscences" in poetic composition is a task which we have performed before, but which we never intend to perform again at large, except in cases where we think dishonest intention is manifest. What we think of Mr. Smith is that he is very culpably careless. There are too many pages in his book in which we could parallel the following:—

The wind that wayed a thousand chestnut cones,
Which is almost word for word from "The Angel in the House"—
And swayed the chestnut's thousand cones.

There is, besides, such an adoption of the phraseological mannerisms of recent poetry as seriously puzzles as to the line where plagiarism begins. Pages 88 and 99 are open before us, and, running them over with our eye, we find "purple distance," "wide, strange world," "moaning wind," "sunbeam touched it into," "the town lay gleaming 'mong the woods"—all as familiar as "How do you do?" In the imagery there is constant repetition. We have sunsets enough (attached, the majority of them, to unnatural comparisons) to reddens a score of Danbys. Yet Mr. Smith can write with great power. The following is very good about

SUSPENSE.

Each morn and eve
He questioned, like a voyager who knows
That his own life is there in the sky,
And, weary of the ocean's silence, thrusts
A haggard face into the eyes of dawn,
And reads no news, and, when the long day falls
With its great torch of sunset o'er the west,
Revealing nothing, sickens.

and so it is:—

THE PAGE AND THE BILLED PRINCE.

So without farther parley on they went—
One blithe in spirit, and as gaily light
As goldfinch swinging on a thistle top;
The other sad of brow, and in attire
As lonely as the sparrow that has chirped
Its whole life long upon a smoky chimney.

The following passage, in which the King is made to hint at doubts

suggested by the preaching of Christianity, is a curious instance of fine conception and bad writing:

DO GODS DIE?

Can gods supplant gods as one race of king;
Another? Is there nothing fixed? Will death
Not only heir earth's sceptres, but the homes,
The majesty, the wisdom, and the strength
Of deities that thunder when they speak?
Are farwells said in heaven? and has each bright
And young divinity a sunset hour?
Methought, as I rode past, the temple shook,
And dethroned a dying murmur made—
Sighing farewell to empire, and to rule.
Ay, the transparent curtain of the air,
Hid's toil and heart-break and unguessed-of change.

The two smaller poems, "Blaavin" and "Torquil and Oona," have both, we think, appeared in *Macmillan's Magazine*, and are both better than "Edwin." On the whole, we are of opinion that Mr. Smith will, as the French say, "go farther," and write what will survive; but he must live ten years longer first, and tone down into a very different sort of minstrel indeed.

Hints on Horsemanship to a Nephew and Niece. By an Officer of the Household Brigade of Cavalry. Edward Moxon and Co.

We take the vignette title of this beautifully got-up pocket quarto, with its engraved groups from the Elgin marbles, and its fine paper and print; but there is another and a fuller one, in which are added the words "Common Sense and Common Errors in Common Riding," by Colonel George Greenwood, late Lieutenant-Colonel commanding 2nd Life Guards, new Edition." For the information of readers who may not know anything of the main purpose of the work, we will add a few words in explanation of its contents.

To pull the right rein harder than the left when you want to turn to the right is common sense; but, says the author, "the common error is, when you wish to turn to the right, to pass the hand to the right," by which means the right rein is slackened and the left tightened across the neck of the animal, which is required to turn to the right when the left rein is pulled. "It is to correct this common error—this monstrous and perpetual source of bad riding, and of bad usage to good animals—that these pages are written." The author says he sees no reason why, because soldiers, who must have the right hand at liberty, are forced to guide their horses with the left hand only, and with the fourth finger only between the reins, ladies and civilians should be condemned to the same system. He would have both hands used to the reins in a manner which he clearly explains. There are fourteen illustrations to this charming little volume.

Under the head of "Colt-breaking" occurs a passage which is such a guarantee for the fine quality of the author's mind that we cannot forbear quoting it:—

SERMON TO THE COLT-BREAKER.

As Lord Pembroke remarks in his admirable treatise, his hand is the best who gets his horse to do what he wishes with the least force, whose indications are so clear that his horse cannot mistake them, and whose gentleness and fearlessness alike induce obedience to them. The noblest animal will obey such a rider, as surely as he will disregard the poltroon or rebel against the savage. I say the noblest, because it is ever the noblest among them which rebel the most. For the dominion of man over the horse is a usurped dominion. And in riding a colt or a retive horse, we should never forget that he has by nature the right to resist; and that, at least as far as he can judge, we have not the right to insist.

This "Sermon to the Colt-breaker" is a discourse of very wide application, and not without meaning for parents, teachers, and wielders of authority in general. But, not to travel out of the record, this "sermon" suggests the curious question, how far moral relations may exist between a man and a "brute"? We personally hate cats, and are sure we have seen in the eye of a cat which we were treating with that cold self-preference which has much of the effect of active unkindness the expression of a corresponding dislike to ourselves, and we have been influenced by that dislike. Now, this goes a good deal beyond the saying that "a cat may look at a King." One is really reminded, not infrequently, in dealing with "dumb" creatures, of the old-world tales in which they are regarded as not dumb, and treated as recognised sharers in the *contrat social*. For our own parts, we have always been haunted by "the doctrine of Pythagoras," and have wondered that the Cruelty to Animals Society has made so little use of it, as well as of John Wesley's suggestion of a life after death for "brutes" of every degree.

THE EX-QUEEN OF NAPLES.—An Italian correspondent says of the ex-Queen of Naples (now at Rome):—"The Royal Bavarian will never tire of playing the hermit." A good English riding-habit is not Amazonian dress enough for her. She shows about Rome, too generally, in man's attire—a breach of feminine decency only to be excused by extreme circumstances. With her Lord's privileged nether garments she affects also manly swagger and bluster. She smokes like a sailor, and swears like a trooper, as if that looked pretty or sounded graceful. She hector her sisters-in-law, and has pitched battles with the Princess and Princesses of the House of Bourbon. The members of the exiled family have constant bickerings among themselves; they peck at each other like chickens tied to the same string, and dangle from the hand of the housewife who is carrying them to market—these true emblems, as the poet said, of putrefaction in its prime. High words and angry screams are heard from the Quirinal's windows. Plates are seized at Royal banquets, and fly into the streets, to the great scandal of the Swiss guard at the palace gates. The Queen, though robbed of her sceptre, deigns to handle the distaff; she always carries her bread to deliver at her side!

RETURN OF PROFESSOR PEPPER TO THE POLYTECHNIC.—On Monday evening, the 26th inst., his popular lecturer returned to the scene of his former labours, and was warmly welcomed by a large and fashionable audience. The subject chosen for the first of a series of those popular scientific lectures which Mr. Pepper made so distinctive and pleasing a feature in the Polytechnic entertainments was "Ventilation," the discourse being one which, even without the lecturer's rare felicity of illustration and lucidity of explanation, would have been listened to with interest at this sultry season. After giving a concise but general outline of the principles of ventilation, showing its beneficial effects upon all classes of society, its paramount importance as a sanitary measure, and its consequent claims upon the benevolent, he proceeded, by the aid of a variety of experiments and working models, to explain the various systems of ventilation now before the public. And speaking of ventilation as applied to dwelling-houses, the lecturer remarked that all living beings deteriorated the air which they breathed by consuming the oxygen and exhaling carbonic acid gas, and in proportion as they and the opportunity of breathing fresh air plentifully was their individual health maintained. He illustrated in the most interesting manner the effect of heat in expanding the air, and also the production of carbonic acid gas by respiration, and its baneful effects upon animal life in the absence of ventilation. The Professor, in explaining the new and simple invention of ventilation patented by Mr. W. Cooke, C.E., of Spring Gardens, expressed himself surprised that such an effective method of ventilation had never been thought of before. It consists of fine wire gauze in folds, and is attached to the upper part of the sash and the top of the framework of the window, so that when the sash is pulled down the gauze is stretched over the open space. The effect of this arrangement is that a current of air is at once set in motion, while at the same time draughts, dust, and birds are entirely prevented. The audience were highly gratified, and on Mr. Pepper's conclusion gave him another proof of their hearty appreciation of his lecture, which is to be repeated.

MINERAL DISCOVERIES IN CANADA.—The mineral discoveries in the country south of the St. Lawrence, between Quebec and Montreal, continue to excite attention. The gold-mines on the Chaudière are now being examined by several companies and individuals, and no doubt they will reap a rich reward, for the gold is very coarse and the nuggets are abundant. The copper mines, however, now engage the chief share of attention. Several have been discovered, apparently as rich as that at Acton, which has made a village of 500 growing to a town of 5000 inhabitants in three years, and companies are being formed to work them, while a Mining Agency Association is being formed to introduce these mineral locations to the English market. These new mines, it must be remembered, do not, like the Harvey-hill and older mines, require deep excavation. The ore lies almost on the surface, and you quarry it, as you would stone for roads, by blasting.—*Canadian News.*

NEW BRIDGE AT SAINT SAUVEUR, HAUTES PYRENEES.

AMIDST the magnificent scenery of the Pyrenees there is no more picturesque spot than Saint Sauveur, and few that possess greater attractions to visitors. Leaving on the left the road from Gavarnie, and having crossed the marble bridge over the Gave which descends towards Pau, and where the altitude is somewhere about 2300 feet, the traveller finds himself approaching a richly-verdant spot with mountain and gorge embowered in trees, which is no other than the village of Saint Sauveur. Our Engraving represents some of the features of this beautiful spot, which is every year becoming the halting-place of a still greater number of tourists.

NEW STEAM FLOATING BATTERY FOR THE VICEROY OF EGYPT.

THE battery represented in our Engraving is one of an entirely new description recently introduced into the military marine by M. L. Arman, of Bordeaux.

To construct a battery covered with plates thick enough to resist artillery without so greatly increasing the size of the vessel as to take it out of the list of ordinary kinds, or of creating a greater draught of water, was for some time an almost insurmountable difficulty; but in the battery constructed for Said Pacha other obstacles had to be encountered. It was desired to obtain at the same time a pleasure-yacht and a floating fortress—a vessel which, while it provided ample accommodation for the Pacha, should at the same time have reserved in it all necessary space for machinery, artillery, provisions, and equipage. M. Arman seems to have solved the problem in such a way as to have made a worthy and valuable addition to the progress of maritime invention.

The battery is about 130 ft. in length and 23 ft. in breadth, while its draught of water does not exceed 8 ft. With an engine of 60-horse power it can attain the speed of nine knots an hour. More heavily armed than the usually-constructed batteries, L'Egyptienne carries two 30-pounders at the bow and one at the stern. The voyage from Bordeaux to Toulon, where the ship went to take in its guns, has thoroughly confirmed the opinion of the good qualities of the vessel.

FASHIONS FOR SEPTEMBER.

THE diversity, or rather the incongruity, of style which marks the fashions of the present day is a curious phenomenon. So remarkable is it that the promenades of Paris have of late presented the aspect of a vast masquerade. Reminiscences of the first Empire have been seen in conjunction with crinolines of more than ordinary circumference; the genre Pompadour has revived recollections of the Regency; and the style Louis Quinze has been seen side by side with the Directory. Finally, to complete the motley diversity, the warlike predilections of the time have created the ladies gilet, the Zouave jacket, and the Garibaldi hat.

Some pretty novelties have lately been introduced in Paris, under the name of Robes Siamaises. These dresses are composed of a skirt, trimmed with narrow-quilled flounces, and a half-high

corsage, without sleeves, and having a deep point at the waist, both in front and at the back. The chemisette and full sleeves are of white muslin, and over the corsage is worn a small jacket of the same material as the dress.

Several dresses of grey poplin have been trimmed on the skirt with bands of green silk. They have open corsages, and are worn with richly-embroidered chemisettes.

Bonnets of crin, either white or grey, are trimmed with crepe-lisse intermingled with black lace. Bouquets of flowers and bunches of fruit are profusely employed in trimming bonnets of every kind. Feathers are also extremely fashionable. The intermixture of black with colours is still prevalent. A fashionable style of bonnet consists of a front of white crin or chip and a loose crown of black tulle or lace; with trimming of flowers, and strings of black ribbon.

Grenadine is a favourite material for autumn dresses. The usual style of making a grenadine dress is with narrow flounces edged with silk. Burnouses are made of various materials. Those of the Indian Tassore silk are found to be very convenient for wearing in an open carriage, as they effectually protect the dress from dust.

At the present season, when Paris is at les eaux and London at the seaside, the costumes suited to those places of fashionable resort will doubtless be acceptable to our readers.

THE ILLUSTRATIONS.

The sitting figure on the extreme left of the picture exhibits a dress of grey Chambray gauze, with four narrow quilled flounces, piped with blue silk. Shawl of black lace, and bonnet of white chip; the latter trimmed with blue ribbon and black lace, and a wreath of blue flowers under the brim.

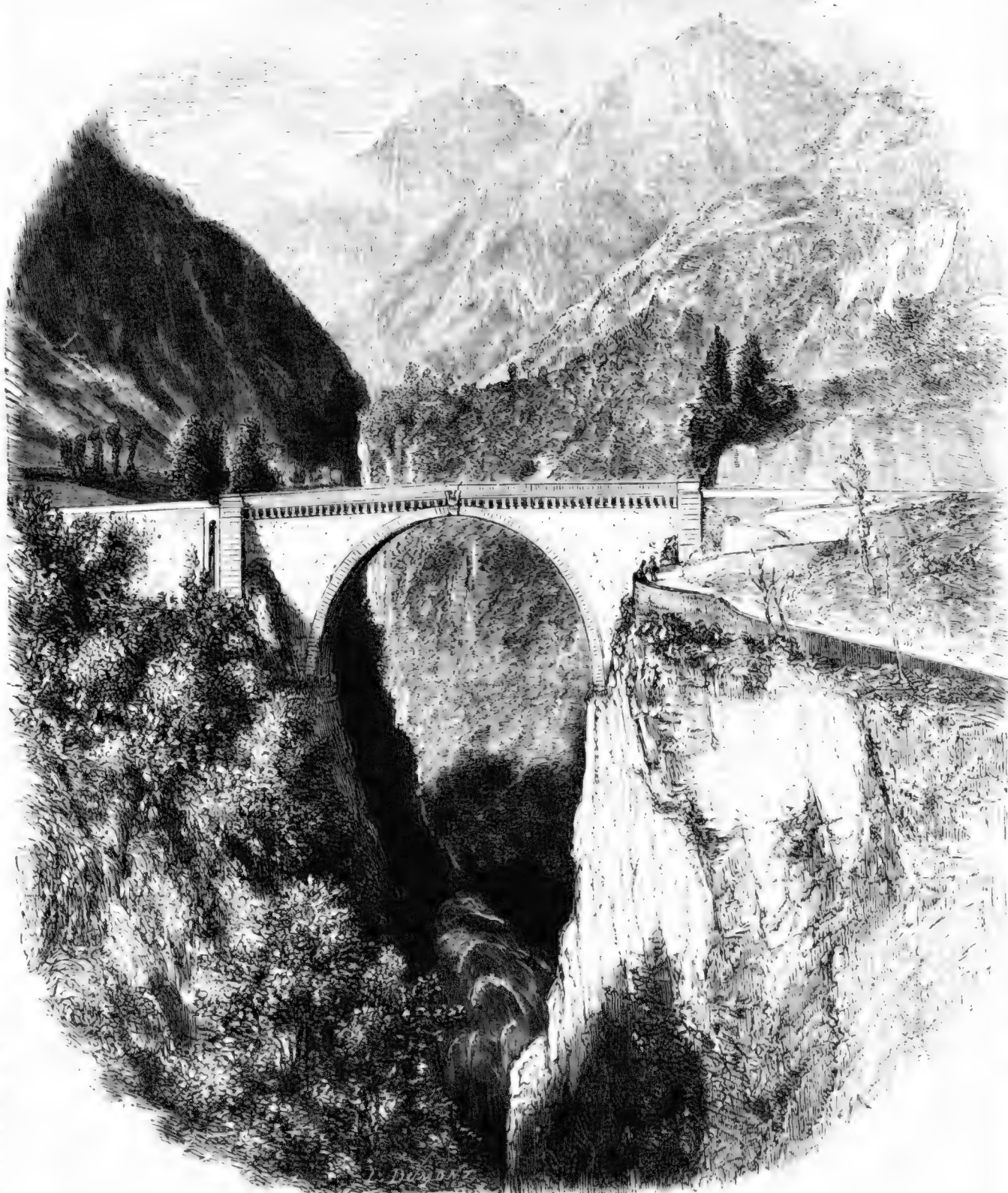
The next figure (also sitting) has a dress of white muslin. The skirt is ornamented with needlework, and has two flounces, headed with bouillonné and runnings of magenta ribbon. The Raphael corsage is edged with bouillonné, and has a bow of ribbon in front. Within the corsage a chemisette of plaited muslin, with a ruche of lace round the throat. Straw hat, with band of magenta ribbon, and demi-wreath of flowers.

The third figure has a dress of green poplin, and fichu of worked muslin, with bouillonné and running of mauve ribbon. Tudor hat, the turned-up brim covered with brown velvet. A brown ostrich feather waving on one side is fixed by an aigrette of straw. Green parasol.

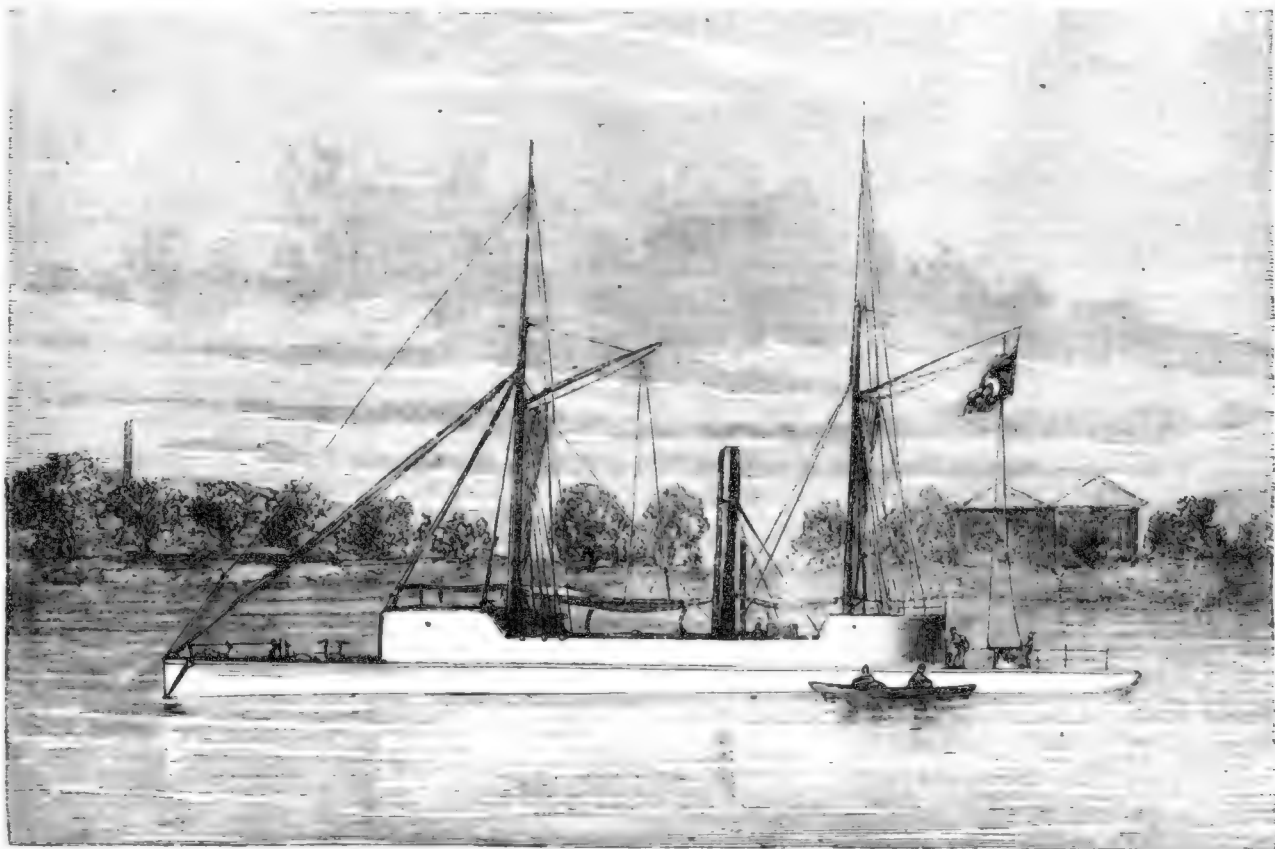
The fourth figure shows a dress of white coutil, richly ornamented with white braid, and up the front a row of buttons of white passementerie; with a Zouave jacket, ornamented with braid and buttons in corresponding style. The cloak is of coutil of the colour of Tassore silk, and is braided with white in the same pattern as the dress. The hat of grey straw, with a white ostrich feather, and fall of black tulle.

The paletot shown on the figure in the background is of light grey cashmere, with a narrow quilling of the same round the neckpiece.

The child's dress is of dark blue poplin, ornamented with black braid. Trousers of the same. Hat of black felt, with a black ostrich feather.



NEW BRIDGE AT SAINT SAUVEUR, IN THE HIGH PYRENEES



NEW STEAM FLOATING BATTERY BUILT AT BORDEAUX FOR THE VICEROY OF EGYPT.



FASHIONS FOR SEPTEMBER.

LORD PALMERSTON AT DOVER.

THE ceremonies attending the installation of Lord Palmerston as Lord Warden of the Cinque Ports are described in the "Lounge" column. The dinner in the evening was a very grand affair, but not specially remarkable for anything that was said. Lord Palmerston, in replying to the toast of his health, made some remarks upon the volunteer movement and its influence which are worth extracting:—

My gallant friend Colonel M'Murdo has told you that the events which have recently passed in America are valuable lessons to other countries, and true is that observation. We have seen by the example of what has passed there that you may collect thousands of men together and put uniforms on their backs and muskets in their hands, but you do not thereby make them soldiers. There must be discipline. It is not enough that there should be individual bravery. Our cousins in America, as individual men, are as brave as any who tread the surface of the earth. They are of the same stuff as ourselves. They are descended from the same parents, animated by the same spirit, and prepared to encounter equal dangers. They are as brave as any men in the world. But when these brave men in thousands get together, each having confidence in himself, but not feeling that confidence in his comrades which a knowledge of their discipline and military instruction can alone convey, they exhibited to the world that unfortunate rapid movement (laughter), that of Bull Run, which is no disparagement to the bravery and valour of their army, but is a lesson which ought to be learnt and remembered by all—namely, that discipline and training are necessary to make an army stand in the field. I say that others may profit by that lesson. It is not wanted for the volunteers of England, because they had before that event, by their own sagacity, submitted themselves to military instruction, and rapidly acquired all that knowledge which is essential to military organisation; and I heard Col. M'Murdo state, some months ago at a public dinner in London, that 30,000 or 40,000 out of the 150,000 volunteers were in a state of efficiency fitting them to do duty with troops of the line. Since that time the 150,000 has increased, I believe, to 170,000; and there can be no doubt that if their services were wanted, that number would increase to any extent to which arms, ammunition, officers, and other materials could be provided. I think that the volunteer movement is the most honourable event recorded in the history of any nation. There was on the part of the people of this country a sagacious consciousness that our means of defence were not such as they ought to be. It was felt that beyond a certain amount of standing army in the time of peace there was an indisposition on the part of the people to furnish supplies for a larger number; that we could not expect to rival those Governments and nations which had hundreds of thousands of men, constantly armed, within their limits. The people of this country felt that our regular army and militia, excellent as these forces were, were still short of what might be possibly be required; and, by spontaneous—and, I may almost say, by an instinctive movement of mind not suggested by the Government, but arising from the spontaneous feeling, judgment, and public spirit of the nation itself—there started into life that magnificent force of which we have seen a portion to-day. Gentlemen, I trust that that organisation will be so ingrained in the minds of Englishmen, and so familiar to them in its exercise, and that no circumstances will ever induce the people to give it up, and that no consideration of economy or of any other description will induce the Government or Parliament to refuse those means which are necessary for its efficiency. We cannot expect to cope with those great States which have hundreds of thousands of men. We accept with frankness, we accept with confidence, the right hand of friendship which may be tendered to us, and we do not distrust that tender because we see the left hand grasping the hilt of the sword; but while that left hand does grasp the hilt of the sword it would be folly for us to throw away the shield of defence. Gentlemen, there are two securities for peace—the one is in perfect insignificance; the other is in a state of perfect power for defence. The security which arises from insignificance England will, of course, never enjoy. The security which arises from a state of perfect defence, unconnected with any notions of aggression, not employed hastily against any one, but continued solely and mainly with a determination to defend and maintain what we have—that security I trust this country will long continue to hold, and so far from that being a reason why the most friendly relations should not be maintained with every foreign Power in the world, in my opinion, on the contrary, it is the only true, stable, and secure foundation on which those friendly relations and peace can for any length of time be maintained.

CHAMPION CHALLENGE SWIMMING CUP.—The committee of the London Swimming Club have just taken the initiative in a movement of some importance. With the view of promoting skill in the useful art of swimming, they propose to get up a subscription to purchase an ornamental cup, to be called the Champion Challenge Cup, and to be contended for on these terms:—that the competition take place in the Thames; that the distance swam be two miles; that the winner hold the cup on condition of meeting the challenge of any competitor during three years who can deposit the sum of £25, and deposit to be forfeited in case of defeat; and that when possession of the cup has been maintained for the period mentioned, it shall become the absolute property of the holder. Subscriptions in furtherance of this praiseworthy object will be received at the office of "Bell's Life," and an acknowledgment published in that journal.

THE BRITISH MUSEUM.—During the autumn recess, which will extend from Saturday, the 31st instant (this day) to the 7th proximo, inclusive, several important alterations in the arrangements of the objects in the various departments of the national collection will be carried into effect. In the ethnological department an improved arrangement, and to some extent a new classification, has been undertaken by Professor Owen and his assistants, in order to include the additional specimens comprised in M. Du Chailu's African collection, and the contributions of other recent discoverers in the study of natural history which have found places in the galleries. The mummies from Carthage, which have hitherto been only partially displayed in one of the basement rooms, are to be exhibited to the public; and further alterations will be effected in the disposition of the casts and sculptures in the Athenian galleries. Increased facilities is to be provided in the reading-room for reference to the volumes of the old catalogue which have not hitherto been labelled and arranged in divisions, and additional copies of the printed catalogues are to be supplied for the use of readers. The proposed changes will be carried out to the utmost extent the short period allotted for the autumn vacation will admit.

THE EPISCOPAL BENCH.—Dr. Baring, Bishop of Gloucester and Bristol, has been appointed to succeed the late Bishop Valliers in the see of Durham and the Rev. William Thompson, D.D., Provost of Queen's College, Oxford, Chaplain in Ordinary to the Queen, and Preacher of Lincoln's Inn, it is said will be appointed to the bishopric of Gloucester and Bristol, rendered vacant by the translation of Dr. Baring. Dr. Thompson is the son of a retired tradesman living in Whitehaven. He entered Queen's College, Oxford, as a foundation scholar, and in Easter Term, 1849, obtained a third class in *literis humanioribus*. Mr. Thompson became Fellow, Tutor, D.D., and Bursar of Queen's; but was only known out of college as an able tutor, of liberal principles, till the publication of his book on the "Outlines of the Laws of Thought," which gave him a very high position among logicians. In 1853 he was appointed Bampton Lecturer, and the crowded church at each of his sermons proved how widely his lectures were approved. The course was published in 1854 under the title of "The Atoning Work of Christ." He was Select Preacher in Michaelmas Term in 1856. On the resignation of Dr. Baring, now Bishop of Durham, he was appointed Rector of All Souls', Langham-place, by the Crown, but had not long held this living before he was elected Provost of Queen's, and proceeded B.D. and D.D. in 1858. He has gradually been raising Queen's to a very high position among the colleges, and has taken an active part in the discussions in the Hebdomadal Council, of which he is one of the most popular members. In 1858 he was elected Preacher to the Hon. Society of Lincoln's Inn, an office of high distinction, and during term time the chapel has always been crowded to excess, the Doctor's sermons being argumentative, eloquent, and of fine style. He has also been for three years one of the Chaplains in Ordinary to the Queen. In his political views the Doctor is a moderate Liberal; in his religious views a liberal Churchman, not Romanising, but not "Evangelical," and may be termed an Anglican. He is in the prime of life, of fine and commanding presence. In 1855 he married Zoe, daughter of Mr. J. H. Skene, her Britannic Majesty's Consul at Aleppo.

GENERAL LYON'S BODY GUARD.—A New York paper gives the following account of the late General Lyon's body guard:—"The body guard of General Lyon is composed of ten athletic St. Louis butchers, each mounted on a powerful horse, and armed with a heavy cavalry sword and a pair of navy revolvers; each wears a light hat, turned up on the left side, and decorated with a white ostrich plume. Almost any time General Lyon, accompanied by half a dozen of these savage-looking fellows, may be seen galloping along the line, or a single squad of them, or singly galloping freely to the front or the rear, or straight up into the open country. If the General goes into a house, a half-dozen of them will be seen in front, standing like iron statues at the bridle of their horses. If he ascends in advance of the train, the clanking of their long sabres is heard beside him. Stop where he will, there may be always seen a stout squad of white-plumed horsemen awaiting patiently his movements. They are fearless riders—jump fences on a dead run, leap ditches, gallop down steep descents, and, in fact, never ride less fast than their horses can run, unless compelled by some urgent necessity. Independent of their duty as body guards they act as messengers, scouts, &c., and in consequence have plenty to do. They are commanded by a Lieutenant, and are particularly noted from their appearance and daring horsemanship."

THE NEW POST OFFICE SAVINGS BANKS.

THE benefit of the new Post Office Savings Banks will be that every poor man in the country will have a bank within a mile or two where he will be able to put his money, subject to certain regulations. The bank is brought to him, instead of his going miles to the bank.

The regulations under which the deposits in these new Post Office banks are to be lodged are constructed with two principal aims—one the convenience of the Post Office, which, in undertaking this vast department, is under the absolute necessity of reducing it to practical dimensions; the other the security of the depositor. For the convenience of the Post Office the deposits are limited to pounds and shillings, and thus the third row of figures is saved. The deposits, again, are not allowed to exceed £30 in any one year, or £150 altogether, and when the latter sum has by accumulation of interest risen to £200 all interest ceases. The possible deposit, accumulation of interest included, of any one person in the new Post Office banks is thus reduced to £200, or rather to a shilling less than £200, at which stage the sum continues stationary by the self-acting law of cessation of interest. The interest allowed is 2½ per cent upon every "complete pound," and is computed from the first day of the month following the deposit. At the end of each year it becomes part of the principal. In order to secure the bona fide reduction of each individual's deposit to the limits mentioned every one has to make a declaration that "he is not directly or indirectly entitled to any deposit in, or benefit from the funds of this or any other savings-bank, or to any sum standing in the name of another person." The other aim of the regulations is that still more important one—the security of the depositor. This is what looks at first sight the difficulty of the plan. How is the depositor to know that every shilling which he lodges in a petty shop, with a nick for letters in one of its windows surmounted by a "V. R.," is perfectly safe? This guarantee is given by means of a double acknowledgment of every deposit as soon as it is made. There is the depositor's book, kept by the depositor himself, in which every sum lodged is put down. This book is numbered, and every entry in it is attested by the dated stamp of the office, the depositor, too, signing his own name. This is the acknowledgment given on the part of the local postmaster. But the depositor has besides this the acknowledgment of the Postmaster-General. Every entry is reported on the very day to the Postmaster-General, who sends the depositor an acknowledgment of it, this arrangement having been rendered practicable by the circumstance of the name, occupation, and residence being appended to every deposit. Thus every depositor is placed in immediate relation with the General Post Office, and the local postmaster is at each step checked by the General Post Office. He expects a letter from London in acknowledgment of any sum he has lodged; if it does not come within ten days he has to apply for an explanation to the Postmaster-General. The depositor must send up his book to the General Post Office once a year, on the anniversary of the day on which he made his first deposit, in order that the entries in his book may be compared with the entries in the books of the Postmaster-General, and that the year's interest may be inserted. The depositor takes out his money as often as he wants by means of an application, of which a printed form is given, to the Postmaster-General, who on receiving the application sends a warrant for the sum mentioned payable at the office mentioned. The depositor is thus for the purpose of taking his money out put in relation with all the post-offices of the country, which are connected with this money department, and can draw out anywhere, wherever he happens to be. He can draw out without personally presenting himself, by means of an order under his hand, attested by the minister or churchwarden of his parish, or justice of the peace, or, in case of sickness, by his medical attendant. In the case of the death of a depositor the Postmaster-General has the power, after a certain time, should no will be forthcoming, to divide the deposits of the deceased, at his discretion, among his relations.

The new Post Office Bank is open to trustees who may choose to avail themselves of it; to married women, who are allowed to have their own accounts there in their names, unless the husbands object in writing; and to the trustees of friendly societies, charitable societies, provident societies, and penny savings banks. The regulations are marked by the strong aim at making the plan generally accessible and serviceable, in combination with the proper guarantee for security. The poor of this country never had such facilities given them before for saving; their convenience was never so studied before. The whole area of the country is now studded with banks for them, fortified by the strongest barriers against deception or loss. It is to be hoped that they will avail themselves of the opportunity, and that an improvement in frugal and economical habits may date from this time.

On the 16th of September post-office savings banks will be opened at the under-mentioned money-order offices:—

Aberdeen, Wigan; Abergele, Denbigh; Acton, W., Middlesex; Alderney, Channel Islands; Aldershot Camp, Hants; Amersham, Buckingham; Amulwich, Anglesea; Ashburton, Devon; Attercliffe, York; Axminster, Devon.

Bacup, Lancashire; Bampton, Oxford; Bangor, Carnarvon; Barnstable, Devon; Barford, Nottingham; Battersea, S.W., Surrey; Beccles, Suffolk; Bellingham, Northumberland; Bedworth, Warwick; Beeston, Nottingham; Bingham, York; Birkley, Gloucester; Berkhamstead, Herts; Bethesda, Carnarvon; Bixley, S.E., Kent; Bideford, Devon; Bingley, York; Bloxwich, Stafford; Bollington, Chester; Box, E., Middlesex; Bramley, York; Brampton, Cumberland; Bridlington, York; Brighthelm, Stafford; Brighouse, York; Brigham, Devon; Broseley, Salop; Brough, York; Burslem, Stafford.

Calstock, Cornwall; Camborne, Cornwall; Cardigan, Cardigan; Carmarthen, Carmarthen; Cartmel, Lancashire; Castle Donington, Leicester; Castleford, York; Caterick, York; Chacewater, Cornwall; Chard, Somerset; Charlbury, Oxford; Chaulton, Kent; Chatteris, Cambridge; Cheadle, Cheshire; Chiswick, W., Middlesex; Christchurch, Hants; Clwyd, E.C., Middlesex; Cockeaton, York; Cufon, Gloucester; Coggeshall, Essex; Colnbrook, Bucks; Corsham, Wilts; Cowes, Isle of Wight, Hants; Cradley Heath, Stafford; Cranbrook, Kent; Crayford, S.E., Kent; Crediton, Devon; Crook, Durham; Cullompton, Devon.

Dalton-in-Furness, Lancashire; Darlington, Stafford; Dartmouth, Devon; Darwen, Lancashire; Daventry, Northampton; Dawley, Salop; Dawlish, Devon; Denton, Lancashire; Dewsbury, York; Downhills, Glamorgan; Downton, Wilts; Duffield, York; Dronfield, Derby; Droylsden, Lancashire; Dudley, Worcester; Dunstable, Bedford.

Ealing, W., Middlesex; Eastington Lane, Durham; Eastbourne, Sussex; Egham, Surrey; Edland, York; Eitham, S.E., Kent; Eton, Bucks; Exmouth, Devon.

Farnworth, Lancashire; Feckenham, Worcester; Festiniog, Carnarvon; Fordingbridge, Hants; Garstang, Lancashire; Gateshead, Durham; Gillingham, Dorset; Glastonbury, Somerset; Gorton, Lancashire; Goudhurst, Kent; Great Missenden, Buckingham.

Haltwhistle, Northumberland; Hampton, S.W., Middlesex; Harrigate, York; Hartfordbridge, Hants; Haslemere, Surrey; Haslingden, Lancashire; Hatfield, Herts; Hayes, Middlesex; Heanor, Derby; Heblen-bridge, York; Heckmondwike, York; Hemsley, York; Hendon, N.W., Middlesex; Herne Bay, Kent; Heywood, Lancashire; Highworth, Wilts; Holbeach, Lincoln; Houghton, Devon; Honley, York; Horsforth, York; Horwich, Lancashire; Houghton-le-Spring, Durham; Hoxton, N., Middlesex; Hoyland, York; Hundert, York; Hyde, Chester.

Idle, York; Ifscombe, Devon; Ilkinton, Derby; Ilminster, Somerset; Isle of Man (Douglas); Isleworth, W., Middlesex; Jarrow, Durham.

Kendal, Westmoreland; Kenilworth, Warwick; Kirkborton, York; Kirkstall-road, York; Knottingly, York.

Lampeter, Cardigan; Landport, Hants; Leamington, Warwick; Littleport, Cambridge; Llanidloes, Montgomery; Llanrhydy, Denbigh; Llantrisant, Glamorgan; Long Melbourn, Suffolk; Longton, Stafford; Lydney, Gloucester; Lynn, Chester; Lyndhurst, Hants; Lytham, Lancashire.

Mabley, Salop; Macclesfield, Lancashire; Malden, Essex; Malpas, Chester; Malvern, Worcester; March, Cambridge; Martock, Somerset; Matlock Bath, Derby; Mayfield, Sussex; Meltham, York; Mere, Wilts; Middleton, Lancashire; Mildford Haven, Pembroke; Mildfield, York; Morley, York; Mortlake, S.W., Surrey; Mottisarm, Chester.

Nayland, Suffolk; Nethy, Glamorgan; Neston, Chester; Newent, Gloucester; Newton Abbot, Devon; Northfield, Kent.

Oakham, Rutland; Odbury, Stafford; Otery St. Mary, Devon.

Palngton, Devon; Painswick, Gloucester; Penrith, Cumberland; Penryn,

Cornwall; Pershore, Worcester; Pocklington, York; Portland, Dorset; Pries, Salop; Presteign, Radnor; Pudsey, York.

Radehffe, Lancashire; Ramsey, Huntingdon; Redditch, Worcester; Rickmansworth, Herts; Ringwood, Hants; Ripley, Derby; Rochdale, Lancashire; Rochester, Kent; Rotherfield, Sussex; Ruabon, Denbigh; Hyde, Isle of Wight, Hants.

St. Agnes, Cornwall; St. Annell, Cornwall; St. Blazey, Cornwall; St. Ives, Cornwall; St. Ives, Huntingdon; St. Just, Cornwall; St. Neots, Huntingdon; St. Thomas, Devon; St. Safford, Lancashire; Sandgate, Kent; Sandwich, Kent; Sawbridgeworth, Herts; Selly, Cornwall; Selby, York; Sheephead, Leicestershire; Shepton Mallet, Somerset; Shipley, York; Sharnham, Sussex; Sidmouth, Devon; Sittingbourne, Kent; Smethwick, Stafford; Sneyton, Nottingham; Slithill, Warwick; South Molton, Devon; Spilsby, Lincoln; Stainland, York; Stoke-on-Trent, Stafford; Stone, Stafford; Stonehouse, Gloucester; Stomham, Suffolk; Stourbridge, Worcester; Stowmarket, Suffolk; Stratford, E., Essex; Stretford, Lancashire; Strood, Kent; Stroud, Gloucester; Sutton-in-Ashfield, Notts; Sydenham, S.E., Kent.

Tadcaster, York; Taibach, Glamorgan; Teignmouth, Devon; Tenterden, Kent; Thaxted, Essex; Thetford, Norfolk; Thorne, York; Titchhurst, Sussex; Tideswell, Derby; Tipton, Stafford; Tichfield, Hants; Tiverton, Devon; Todmorden, Lancashire; Topsham, Devon; Tonquay, Devon; Torrington, Devon; Totnes, Devon; Towcester, Northampton; Tring, Herts; Twickenham, S.W., Middlesex; Tyldesley, Lancashire.

Upper Mill, York; Uppingham, Rutland; Upwell, Cambridge; Uth, Monmouth.

Ventnor (Isle of Wight), Hants. Walker, Northumberland; Walthamstow, N.E., Essex; Walton-on-Thames, Surrey; Ware, Herts; Washington Station, Durham; Watlington, Oxford; Wavertree, Lancashire; Wedmore, Somerset; Wednesbury, Stafford; Wellesbourne, Northampton; Wellington, Somerset; Welford, Norfolk; Wem, Salop; Weobly, Hereford; Westbury, Wilts; Westbury-on-Trym, Gloucester; West Hartlepool, Durham; Weston-super-Mare, Somerset; Whitstable, Kent; Whittlesea, Cambridge; Wigton, Cumberland; Willenhall, Stafford; Williton, Somerset; Wilmslow, Chester; Wilton, Wilts; Wimbeldon, S.W., Surrey; Winterton, Westmorland; Witney, Oxford; Wirelcombe, Somerset; Woking, Surrey; Wolsingham, Durham; Woolton, Lancashire.

Yalding, Kent; York, York; Ystradgynlais, Brecon.

HOW THE BRIGAND RANKS IN ITALY ARE RECRUITED.

A LETTER from Naples of the 17th in the *Progrès de Lyon* gives the following particulars respecting the brigand chief Chiavone and his followers:—

The Italian troops have so vigorously followed up the bands of Chiavone within the last few days that they have been obliged to seek refuge in the mountains. During the last encounter the soldiers took nine prisoners, who were afterwards examined by the Military Commissioner at Forlì. The first prisoner, named Cimiglio Pietro, made the following statement:—"I am thirty years of age, married, and have four children. I am a shoemaker by trade, and for the last five years I have been living at Rome, and have been employed in mending the roads. On the 23rd of June, when at my work, I was accosted by an ex-gendarme of Naples, named Piccirillo. He was in plain clothes, and was recruiting for Chiavone. He was accompanied by two policemen (poliziotti), also in plain clothes, but having the badge of their office concealed under their coats. Piccirillo said, 'You must come with me and join Chiavone's column, which is to be united with Cimiglio's; and the whole force will be commanded by Bosco.' I replied that I was not a soldier. 'Soldier or not, every one must join; such are the orders of the police.' They then took me to the Farnese Palace, where I was confined in a stable along with eleven other men also recruited by Piccirillo. We remained there the whole of the following night, and at about one o'clock next morning we received each 6 carlini (2s. 50c.), and were conducted by Piccirillo to Osmara, where he gave us in charge of a Pontifical sbirro, who took us to the Porta Santa Maria Maggiore, and there turned us over to another sbirro who led us to a place in the country, called Colonna. During the march three more men joined us; they were deserters escaped from prison. We were then fifteen. I ascertained that three of them had been taken in the same manner as myself while at work on the railway. In the night of the 27th we set off again under the guidance of a sbirro, whom we called Corporal Peppino. We made a short halt at Palestrina, where we found a post of French soldiers, who said nothing to us. A little further on, at a place called Alatri, we met a brigade of Pontifical gendarmes, who cried, 'Where are you going?' Corporal Peppino replied, 'We are men for Chiavone, in the service of the King of Naples.' They let us go on, and we passed the following night in the fields near San Francesco di Veroli. We met French soldiers several times, and passed a French guardhouse at Veroli; they never said a word to us. On the 28th we started at daybreak, and in the evening we came to a hotel, the master of which, Casavertio Peccorajo, was one of Chiavone's men. Here we were received by a sergeant named Palestra, who commanded in Chiavone's absence. Peccorajo taught all the new comers to whistle in a particular manner as a sign of recognition. Palestra then ordered Peccorajo to give us all some points, and said that we should be paid as soon as Chiavone returned. The whole fifteen of us then lay down to sleep in a small field, under the guard of several sentinels. We thus waited three days for Chiavone; Peccorajo supplied us with points, but we were never allowed to sleep twice in the same place. When Chiavone came, he asked what promises had been made to the new comers? 'Four carlini a day, with victuals, drink, and lodging,' he replied. 'They will have the four carlini when Francis II. recovers his throne; as for the rest, they will have to live as they can, as we do.' Chiavone got bread from Roccase and Bazzano by means of the woodsmen who trade with Selva.' The other prisoners all made similar statements, each adding facts which were peculiar to himself. One of them, named Garofalo Pasquale, added that all the men in Chiavone's bands were enrolled in the Roman States by the Bourbonist committee, with the connivance of the Pontifical Government; and, as a proof of this, he stated that a patrol of Pontifical gendarmes having met the band to which he belonged acted as its escort. He concluded by saying that the bands were in a wretched condition, being half-starved, without money, and hopeless of success. On the persons of the prisoners were found a great number of consecrated medals, pictures of saints, and prayers to the Virgin. One had a passport, dated Rome, 12th of July, 1861. All this requires no commentary. The bands of Chiavone are evidently composed of the vilest wretches and most ignorant fanatics, whom a certain party would fain paint on the world as heroes.

WRECK OF THE LIVERPOOL SHIP LOUISIANA.—SEVENTEEN LIVES LOST.—The loss of the above-named ship has been made known at Lloyd's by the receipt of a letter from Captain Cleaver, the master. The Louisiana was upwards of 1200 tons burden. She left the Mersey in the course of last April for Bombay with a cargo of iron and coal, and on the 16th of July she went ashore off Alibagh, near Bombay, and became a total wreck. Captain Cleaver's report states that for several days previous to the day of the loss a succession of strong gales, with thick rainy weather, had been experienced. At midnight on the 15th soundings at sixty fathoms were taken, and they gradually decreased to seventeen by daylight, and the ship was edged in to nine fathoms to see the land. As something like a lighthouse was observed, the water was decreased to seven fathoms, and on the weather clearing the Palmyra trees were sighted. The ship then stood out from the land, and, shortly after tacking, the port wheel block parted, causing the vessel to fly up into the wind, and, while endeavouring to secure the latter to the ship off to her course, the rudder head parted, and, as the ship was setting in for the land, both anchors were let go. She, however, immediately struck and began to fill. Attention was then directed to save the crew. The port life-boat was first got out, but she was stove by the surf, and the sailmaker lost his life. The weather moderating, the starboard life-boat, with four men in her, was safely lowered, but a heavy sea capsized the boat bottom upwards. The men got on the bottom of the boat, and as it went drifting to the northward there was little doubt but that the poor fellows must perish. As only two small life-boats remained, and as the ship was expected to break up, two large rafts were constructed. The ship held together until daylight, when the captain and six of the crew succeeded in lowering one of the remaining boats, and after much peril reached the shore. The native fishermen then returned with the captain to the wreck and brought off the rest of the crew. The wind then came on to blow a heavy gale, and the ship parted amidships. In the course of the morning of the 17th the bodies of the seamen, who as it had been feared, had perished were found. Captain Cleaver speaks highly of the conduct of the officers and crew. The ship was insured for a large amount.

STATE OF FEELING IN HUNGARY.—A letter from Pesth, of the 18th, states that on the playbills of the 17th it was announced the Austrian national hymn would be sung on the eve of the birthday of the Emperor, and that the theatres would be illuminated. No sooner were these bills posted than they were torn down. At the National Hungarian Theatre an express order of the Governor was required in order to have the bills announced, the first bills issued having made no mention of it. The second bills contained the announcement, but the letters were so small as to be illegible. There was, however, no demonstration. The military alone were present during the singing of the hymn. The public did not go in till it was over. A young man who refused to take off his hat was arrested. The authorities took the greatest precautions on the occasion, and soldiers with loaded muskets stood behind the scene.

LAW AND CRIME.

The Baron de Vidil has received a sentence of twelve months' hard labour for unlawfully wounding his son. The jury were of opinion that there was not sufficient evidence of an intended murder. As the son, from whom alone testimony as to the circumstances antecedent to the assault could have been obtained, refused to give his evidence, this result was inevitable. We are not disposed to cavil or to rejoice at the verdict, although there is great cause for congratulation in the fact of the case having been tried, in spite of the powerful influences brought to bear upon it in order to stifle it. But we think the young fellow who has been committed for a month to the Queen's Bench has been hardly dealt with, not in the matter of his imprisonment, but in the aspect which his silence was made to assume by Mr. Serjeant Ballantine, who endeavoured to cast an aspersion upon his character, by representing that his taciturnity was assumed rather to conceal the case against himself than against his father. So cleverly was this insinuation made, that it has evidently influenced the opinion of some contemporary journals, and, to a certain extent, public opinion. As for the jury, they had but little to do with the precedent circumstances when once the charge of attempted murder failed. This renders it additionally unfair to the young man to allow this aspersion to remain uncontradicted. It was just one of those ordinary professional tricks by which every one who has even once been a party to a cause tried in court must have seen the strongest points of his case turned against himself, to his own intense amazement and to the bewilderment of the jury, sometimes even of the Judge. In this case the hollowness of Mr. Serjeant Ballantine's insinuation becomes apparent, since young Vidil, while refusing to give evidence against his father, openly offered to testify in his defence, if called upon so to do. He was not called upon, probably because this aspersion served the prisoner's turn better than his son's evidence could have done, even if delivered in the manner most favourable to the defence.

At the last sessions of the Central Criminal Court, on Saturday last, no less than seven unfortunate men employed by the Post Office, who had been found guilty of stealing letters containing property, were each sentenced to four years' penal servitude. We have repeatedly pointed out the method of sparing the necessity of these most painful prosecutions—a method which has been adopted in France. It is simply not to allow the transmission of coin or property by post, unless the letter containing it be registered accordingly. The Post Office is not a parcel-delivery company, and was never intended as such, although, under certain proper regulations, it may deliver inclosures. In France a letter found to contain coin is detained, and the sender is subjected to a fine; but here the Post Office allows reckless people to tempt public servants into crime and to evade the dues for registration and money orders at the same time. The letter-carriers hold occasional meetings to consider their so-called grievances; but no grievance inflicted by an employer upon a needy servant can be greater than that of placing in his way temptations to become dishonest, and afterwards entrapping him into penal servitude. In the Post Office we find this case so far from exceptional as to be the rule. It must be remembered that these seven poor fellows who are now sentenced must have been originally of good character, or they could not have entered upon their employment. It would be mere platitudes to add that they must have been tempted or they would not have fallen; but this corollary renders still clearer the wickedness of the system.

A disappointed damsel tried an action at the assizes, last week, for breach of promise of marriage. The love-letters between the fated pair were read as usual. The plaintiff was in the employ of a floriculturist, and her lover on one occasion wrote to her expressing his regret that her delicate state of health had been produced by her devotion to "the propagating-house." To this the fair returned an affectionate inquiry as to the state of her adored one's feet, which had been for some time a source of tribulation to him. His reply announced his discovery of an ingenious remedy for this affliction, as, after thanking her for her solicitude, he adds, "My feet are much better, for I have washed them." The jury awarded the wronged maiden £75 as damages.

Some week or two ago we noticed the case of a fellow tried at Chester for attempted murder under circumstances of revolting brutality. He had inflicted upon the head of his female companion upwards of a score of heavy blows with a ragged flint stone, answering all her entreaties for mercy with the callous avowal that he intended to take her life. She, however, survived, miserably injured and disfigured, and the culprit, Martin Doyle, was on Tuesday last executed for his crime. It is not now customary, although legal, to carry out the capital sentence when the attempt to murder fails; but in this instance, although a memorial was addressed to the Home Secretary, it failed; that official replying that the case was one of such peculiar atrocity as not to justify his interfering with the sentence. The memorial was from certain inhabitants of Chester, and was therefore most probably penned rather to save the citizens the nuisance of a public execution than to endeavour to gain a mitigation of the sentence upon its merits. Upon this ground only can it be accounted for.

The interesting Italian, named Vincent Colucci, and described as an "artist," was again brought up this week, charged with defrauding a young English lady of £1000, under pretence of restoring to her certain letters which she had written under the influence of misplaced affection towards himself. It may be remembered by readers of our police report of last week that this person had, on receipt of the money, placed in the lady's hands a dummy parcel of old newspapers, with, at the top, a letter of her own way of sample. It seems that the lady's guardian, on the fraud being narrated to him, wrote to the prisoner, who thereupon again addressed the lady, expressing his desire for a personal interview, which he ultimately obtained at the Police Court, Marlborough-street. As the case stands adjourned, we have no desire at present to comment upon it adversely to the prisoner; but we will simply remark that if English young ladies,

with thousands of pounds to spare, choose to hold their heads too high for honest Englishmen, and to prefer the courtship of questionable foreign "artists," it only serves the silly, supercilious females perfectly right if their cases be published as warnings to the other weak-headed and wealthy of their countrywomen.

CENTRAL CRIMINAL COURT.

BURGARS BREAKING INTO THE RIGHT PLACE.—In the third Court, on Friday week, John Leonard, twenty-five, tailor, and Alfred Simpson, thirty-three, interpreter, were indicted for a burglary in the dwelling-house of Lady Caroline Lascelles, and stealing two bracelets and other articles, of the value of £30.

On the evening of the 26th of July the house of Lady Lascelles, 22, Eaton-square, was entered by means, it is supposed, of a false key, and, upon one of the young ladies going up to her bedroom she saw a man there. She, with great presence of mind, closed the door upon him, without giving any alarm except to her brother, and the result was that the prisoner Leonard was taken on the spot, with some of the property in his possession. Some property was, however, missing, and Simpson, having been seen with Leonard going in the direction of Eaton-square shortly before the latter was taken, the police kept a look-out, and upon the 1st of August Simpson was taken into custody. The magistrate, not thinking the evidence of his being seen in company with Leonard, or the assertion of Leonard that he was "with him in it," sufficient, discharged him. Before he had time to quit the court, two women connected with Leonard, who were present, gave some information to the constables who had the case, and they again brought him before the magistrate. The two women were then examined, and they stated that upon the day preceding the robbery the prisoner Simpson came and told Leonard that he had arranged a job at 22, Eaton-square, and that it was to be done between nine and ten, by a false key which he had got for the door. On the night of the robbery Simpson came for Leonard, and they went out together. Upon this evidence the magistrate sent both of the prisoners for trial, and the same story was now told by the two women.

The jury found Simpson guilty. The police said the prisoners were old offenders in this class of offence. They only came out in February from penal servitude, having been sentenced together for four years, and had since then suffered terms of imprisonment for attempted burglaries.

The Commissioner sentenced them to fifteen years' penal servitude, expressing a hope that the Government would send them out of the country.

POLICE.

A CHINESE BURGLAR.—Chip Lye, a young Chinaman, was charged with breaking into the Strangers' Home for Asiatic and African Seamen, West India-road, Limehouse, and stealing a cashbox, containing £35, and other property, belonging to Lieutenant-Colonel Hughes, secretary of the home, and others. It appeared that the prisoner had been an inmate there in 1859, was shipped off to the East, and, having made a long voyage, returned to the home in June last. He was very ill, and was sent to the Dreadnought hospital-ship. Upon his recovery he returned to the home, and continued there until the 2nd inst. when he was expelled for constantly violating the regulations of the institution, climbing over walls, and because he was strongly suspected of plundering the Lascars, who missed several things from time to time. On Thursday last the above-mentioned property was missed, and tracks of naked feet were found from the point whence entry had been made. The prisoner was suspected, and was found in possession of two £10 notes, part of the property stolen, and was also proved to have been indulging lately in wine, and in lodgings at a guinea a week, representing that he had been paid off with £35, the amount of cash stolen.

The prisoner, who is a native of Nankin, behaved very sulkily throughout a long examination, and on being called upon for his defence, exclaimed in very English, "Me got nothing at all for to say; I know you will send me to prison—nothing to say."

Mr. Woolrych committed the prisoner for trial.

A VERY UNLUCKY BURGLAR.—Charles Noah, a singular-looking young fellow, was charged with breaking into the dwelling house of John Brown, corndealer, 6, Nelson-place, Old Kent-road, and stealing therefrom about twenty shillings' worth of farthings and other property.

Elizabeth Brown, wife of prosecutor, said that on Friday night, at ten o'clock, she fastened up the house, leaving everything ready, when she and her husband went to bed. The back kitchen window abuts on Elizabeth-place, and was secured with four upright iron bars. About four o'clock on Saturday morning she had occasion to go into the kitchen to see what time it was, when she saw the window open, and the prisoner partially concealed under the table. She immediately informed her husband, who called in a constable and gave the prisoner into custody. On examining the house she found that one of the iron bars had been forced off, and two of the others so bent as to admit the body of a man. The window had also been forced open. She missed a bag of farthings, and other property had been packed up ready to be carried away.

John Brown said his wife called him down stairs, and he found the prisoner crouched under the table. He shammed being asleep, but witness gave him a kick, and told him if he attempted to move he would blow his brains out. He kept him there twenty minutes, when a constable came and took him into custody.

West, 136 M, said he was called in to take the prisoner into custody, and, on searching him, found a stocking bound round his waist which contained a large number of new farthings. The prisoner said that he thought they were sovereigns. The prosecutor identified them as his property.

The prisoner, who declined saying anything in answer to the charge, was committed for trial.

UNPROFITABLE VENTURE OF TWO THIEVES.—James Stocks and Charles Jones were charged with stealing a large quantity of silver plate from the dwelling-house of Mrs. Dunn, 19, South Grove West, Islington.

On Saturday the servant of the complainant was in one of the upper rooms when she heard some one going up the area steps, and on looking out of the window she saw Stocks with something under his arm. She immediately went below, and missed the plate-bag, on which she went after Stocks, and, when she overtook both prisoners, she said to Stocks, "That is my basket." Stocks replied that he had picked it up; and when she told him that he could not have done so, he replied that a boy had given it to him. She then took the basket from him and tried to hold him, but he pushed her violently away, and both prisoners ran off. A tradesman who saw the prisoner strike the servant pursued them, and, after a smart chase, got the prisoners into a street with no thoroughfare in it. Both the prisoners ran into a beer-shop, and Stocks at once pulled off his coat and placed it under a seat with great quickness; and when both prisoners were told the charge they said they did not know each other. It was, however, sworn to by the witnesses that they had been together all the morning; that they were constant companions; had both been convicted of committing the same offence; and had each come out of the House of Correction on Tuesday last, having been there on a charge of felony.

The prisoners said the police had not seen them together at all that day; but, although they were not guilty, they would not mind pleading so if the magistrate would settle the case at once.

The prisoners—the magistrate declining to accede to their request—were committed for trial.

PEOPLE WHO HAVE BEEN "WITH DIXEY."—Two well-dressed men, named Bray and Chapman, were charged by William Dixey, a draper's assistant, with robbing him of his purse and £12 in gold.

The prosecutor, a draper's assistant, deposed that he met Bray on the 19th inst. in Vickere's Tavern, Strand, where he went into to get a glass of ale. Bray drew his attention to a drunken man, who was making great exhibition of a pocketful of bank-notes, and suggested that, "as gentlemen" they would be doing the drunken man a service if they should see him home that he might not be robbed of his "lot of money." Witness assented, and they saw him safely to the Grave Head in Drury-lane, where he said he was lodging. There Bray ordered a pint of ale, for which the drunken man was going to pay, but the witness, to prevent him changing a £5 note, volunteered to pay for it. In getting the money from his pocket he took out his purse, which contained £8 10s. in gold, but no silver. Replacing the purse in one waistcoat pocket he took some loose coin from the other, and paid for the ale. He replaced the remainder of the money—£3 10s. in gold and some silver—in the pocket from which he had taken it. He drank about half a glass of the ale, but dissuaded the drunken man from tasting it. Chapman then entered with another man not in custody. They appeared to know Bray, who directed Chapman's attention to the drunken man, observing that he had "a lot of money" and that they had been seeing him safe home. Chapman challenged the drunken man to toss for £5. Witness dissuaded him from doing so. He suspected they were all three in league to swindle the poor victim.

Mr. Henry inquired whether by "the poor victim" he meant the drunken man or himself?

The witness said he meant the drunken man. The four then proceeded to lay pipes on the floor, and challenged witness to bet that he would jump over them without breaking any of them. He declined, and, seeing that they wanted to "have" him, he took the £3 10s. out of his pocket, and watched his opportunity to put it in his purse, as soon as he could do so unperceived. Bray and Chapman then seized him, took the purse and the money, and ran out. They were afterwards captured.

It appeared that Sergeant Aspinall, acting inspector on the occasion, had made a report of prosecutor's complaint. It was to the effect that three men (whom he described most minutely, and, as regarded the prisoners, with precise accuracy) had defrauded him of £12 by tossing and betting upon his jumping over tobacco-pipes. He said that, in a bet of £5, he staked the money by laying three sovereigns on the counter; but that before the wager was decided one of the men seized the stakes and decamped with his companions.

The prosecutor said the report was incorrect.

Mr. Henry—I was taken down from your own mouth.

Prosecutor—I said I was robbed of the money.

The prosecutor thought some allowance ought to be made for a slight discrepancy under such circumstances of excitement.

Mr. Henry said it was not a slight discrepancy, but a material contradiction.

Prosecutor—This morning Mrs. Bray offered me £20 to withdraw from the prosecution.

Mr. Henry said that had nothing to do with the main question before him, which was whether the prosecutor's statement, which was wholly unsupported, bore out his case. He should be glad to assist the prosecutor against such characters if he could do so with justice; but he could not send two diametrically opposite statements before a jury.

Mr. Parfitt, the landlord of the Graven Head, said that the affair did not happen at the counter, but in the room. He was not serving, but was near at hand, and he heard nothing of it till four or five hours later, when the prosecutor came to him and complained that he had been cheated in tossing and betting. He (Mr. Parfitt) said, "You had no business to toss or bet, and you should not have done it in my house if I was aware of it." The prosecutor told him that about two years back he was inveigled by a sharper to drink ale with him, but detecting the rascal in an attempt to drug the ale he gave him in charge, and the man got two years' imprisonment.

When in company with these men he suspected that they were swindlers, but thought that with his experience he could "beat" them. He therefore tried to "have" them, but they were "too many" for him, and so they "had" him. As to the three sovereigns, he said he "posted" the money on a bet that he would jump over some tobacco-pipes, but as he was going to jump one of the sharper seized the stakes and bolted. Mr. Parfitt added that all the parties were strangers to him; that he had no idea that betting was going on; that he never encouraged or knowingly permitted sharper or other bad characters on his premises; that he had held his license for six years, and that there had never been a complaint against him or an imputation on the respectability of his house.

Mr. Henry fully believed that Mr. Parfitt had given a correct account of the transaction, and, under the circumstances, he thought it quite useless to send such a case before a jury. He should, therefore, discharge the prisoners.

A SAD CASE.—Charles Pace, aged 17, described as a watchmaker, residing at Herman-hill, Wandstead, was brought up for further examination, charged with feloniously forging and uttering a delivery order for six gold watches, value £40, with intent to defraud Mr. Edward Joseph, of Aldersgate-street.

On the former occasion it appeared that the prisoner presented an order, purporting to be signed by his father, who is a watchmaker, at 35, King-street, Cheapside, for six gold watches, all of which he had pledged at various pawnbrokers'.

Other charges were gone into on the second examination, and were clearly proved. The prisoner, who had obtained goods to the amount of about £70 in a fortnight, had only a few halfpence in his possession when taken into custody.

The prisoner was asked from time to time if he would ask the witnesses any questions? and his reply, given in the negative in every instance, was uttered with apparently the most callous indifference.

Alderman Hale said it was really a most melancholy sight to see a respectable youth like the prisoner destroying all his prospects in life by a course of conduct which, if persisted in, must eventually terminate in utter ruin to himself and disgrace to all connected with him. The system he had pursued was so extensive that he had no alternative but to commit the prisoner for trial on all the charges.—Committed accordingly.

EVERYBODY CONTENTED.—James Reaks, charged with eloping with the wife of a boot and shoe manufacturer in Market Harborough, Leicestershire, and stealing £14 in cash and a quantity of furniture and other property belonging to the husband, was placed at the bar for final examination.

The constable engaged informed the magistrate that he had seen the prosecutor that morning, when he told him it was not his intention to appear against the prisoner; and from what the constable had learned it appeared that the prosecutor had made up matters with his wife, and was actually living with her since the last examination. It was here mentioned to Mr. Eliot that the prisoner's wife, as well as Mrs. Broughton, the woman he had eloped with, was in the court, and that her husband had deserted her in a very heartless manner.

Mr. Elliott, in consequence, desired the wife to get into the witness-box, and if she had any complaint against her husband he would hear it.

While the officer was looking for the wife, Mrs. Broughton got into the witness-box, and assured his Worship that it was not the intention of her husband to appear against the prisoner.

The magistrate told her to stand down, and her place in the witness-box was then taken by the prisoner's wife. In reply to a question from the magistrate, she said she had no complaint to make against her husband, and the prisoner was discharged.

THE BARON DE VIDIL.—The trial of this gentleman took place on Thursday last week before the Central Criminal Court, when he was sentenced to twelve months' hard labour. On Monday the Baron was removed from Newgate to the House of Correction, Cold-bath-fields Prison, where he will undergo his term of imprisonment. He was removed in the usual way in the prison-van with other prisoners sentenced to a similar term of imprisonment, and it is stated that no deviation from the usual course of prison treatment will be made in his case. M. Alfred de Vidil, the son of the Baron, was committed to prison for a month for contempt of Court in refusing to give evidence for the prosecution at the trial, and is at the present time in Newgate, and will remain there until his term of imprisonment has expired. His case is merely one of confinement, and no labour is imposed upon him.

MONEY OPERATIONS OF THE WEEK.

The continuance of remarkably fine weather for harvest work, and the splendid condition in which the new wheats are coming to hand, have produced great firmness in the market for most kinds of securities. Prices have advanced to some extent, and the supply of stock now in the hands of the jobbers is much reduced. Consols have touched 92½, Reduced and New Three per Cents, 91½; Exchange Bills June 25 to 26, 91; D.T.O. March 26 to 27, 91; Bank Stock has marked 33½.

The London and North Western Railway, which has no means active, although the supply of capital in the hands of the leading discount houses is somewhat abundant, no bills are done under a per cent. In the Stock Exchange advances may be had upon Consols at 43 per cent.

The transactions in Indian Stocks, &c., have slightly increased, and the market has been well supported. The Five per Cent Stock has sold at 104½, the Six per Cent New Loan, 103½. The Five per Cent Rupee Paper has been 96 to 95½, and the Five-and-a-Half per Cent ditto, 92½.

The imports of bullion still continue on a fair average scale—about £500,000 in gold having come in; and the whole of them have been disposed of to the Bank of England, the stock in which amounts to about £110,000. The last steamer for New York took out under £5000. The exchange comes at 107½, with a good demand for the best bankers' bills.

The business passing in Foreign Bonds has been by no means extensive. Brazilian Five per Cents have reached 39½; Brazilian Four-and-a-Half per Cents, 38½; Chilean Six per Cents, 102½; Ditto Four-and-a-Half per Cents, 84½; Ecuador Four Consolidated, 14½; Mexican Three per Cents, 31½; Peruvian Four-and-a-Half per Cents, 94½; Peruvian Three per Cents, 79½; Portuguese Three per Cents, 89½; Spanish Three per Cents, 89½; Turkish New Six per Cents, 94½; Turkish Four per Cents, 14½; and Dutch Two-and-a-Half per Cents, 8½.

In Joint Stock Bank shares the dealings have been tolerably numerous. English, Scotch, and Australian Chartered have marked 165 ex div.; London Chartered of Australia, 23½; Ditto, London and County, 63½ ex div.; New, 14½; London and Westminster, 63½; Oriental, 60½; Union of Australia, 40½; and Union of London, 57½.

Colonial Government Securities have ruled firm. Canada Five per Cents have sold at 59½, Cap. six per Cents, 194½, 195½, 196½, 197½, 198½, and Victoria Six per Cents, 174½.

The miscellaneous Market has been steady. British Waterworks, 44½; Copper Mine of England, Seven-and-a-half per Cent Preference, 77½; Crystal Palace, 34½; Ditto, Six per Cent Preference, 104½; 105½; 106½; 107½; 108½; 109½; 110½; 111½; 112½; 113½; 114½; 115½; 116½; 117½; 118½; 119½; 120½; 121½; 122½; 123½; 124½; 125½; 126½; 127½; 128½; 129½; 130½; 131½; 132½; 133½; 134½; 135½; 136½; 137½; 138½; 139½; 140½; 141½; 142½; 143½; 144½; 145½; 146½; 147½; 148½; 149½; 150½; 151½; 152½; 153½; 154½; 155½; 156½; 157½; 158½; 159½; 160½; 161½; 162½; 163½; 164½; 165½; 166½; 167½; 168½; 169½; 170½; 171½; 172½; 173½; 174½; 175½; 176½; 177½; 178½; 179½; 180½; 181½; 182½; 183½; 184½; 185½; 186½; 187½; 188½; 189½; 190½; 191½; 192½; 193½; 194½; 195½; 196½; 197½; 198½; 199½; 200½; 201½; 202½; 203½; 204½; 205½; 206½; 207½; 208½; 209½; 210½; 211½; 212½; 213½; 214½; 215½; 216½; 217½; 218½; 219½; 220½; 221½; 222½; 223½; 224½; 225½; 226½; 227½; 228½; 229½; 230½; 231½; 232½; 233½; 234½; 235½; 236½; 237½; 238½; 239½; 240½; 241½; 242½; 243½; 244½; 245½; 246½; 247½; 248½; 249½; 250½; 251½; 252½; 253½; 254½; 255½; 256½; 257½; 258½; 259½; 260½; 261½; 262½; 263½; 264½; 265½; 266½; 267½; 268½; 269½; 270½; 271½; 272½; 273½; 274½; 275½; 276½; 277½; 278½; 279½; 280½; 281½; 282½; 283½; 284½; 285½; 286½; 287½; 288½; 289½; 290½; 291½; 292½; 293½; 294½; 295½; 296½; 297½; 298½; 299½; 300½; 301½; 302½; 303½; 304½; 305½; 306½; 307½; 308½; 309½; 310½; 311½; 312½; 313½; 314½; 315½; 316½; 317½; 318½; 319½; 320½; 321½; 322½; 323½; 324½; 325½; 326½; 327½; 328½; 329½; 330½; 331½; 332½; 333½; 334½; 335½; 336½; 337½; 338½; 339½; 340½; 341½; 342½; 343½; 344½; 345½; 346½; 347½; 348½; 349½; 350½; 351½; 352½; 353½; 354½; 355½; 356½; 357½; 358½; 359½; 360½; 361½; 362½; 363½; 364½; 365½; 366½; 367½; 368½; 369½; 370½; 371½; 372½; 373½; 374½; 375½; 376½; 377½; 378½; 379½; 380½; 381½; 382½; 383½; 384½; 385½; 386½; 387½; 388½; 389½; 390½; 391½; 392½; 393½; 394½; 395½; 396½; 397½; 398½; 399½; 400½; 401½; 402½; 403½; 404½; 405½; 406½; 407½; 408½; 409½; 410½; 411½; 412½; 413½; 414½; 415½; 416½; 417½; 418½; 419½; 420½; 421½; 422½; 423½; 424½; 425½; 426½; 427½; 428½; 429½; 430½; 431½; 432½; 433½; 434½; 435½; 436½; 437½; 438½; 439½; 440½; 441½; 442½; 443½; 444½; 445½; 446½; 447½; 448½; 449½; 450½; 451½; 452½; 453½; 454½; 455½; 456½; 457½; 458½; 459½; 460½; 461½; 462½; 463½; 464½; 465½; 466½; 467½; 468½; 469½; 470½; 471½; 472½; 473½; 474½; 475½; 476½; 477½; 478½; 479½; 480½; 481½; 482½; 483½; 484½; 485½; 486½; 487½; 488½; 489½; 490½; 491½; 492½; 493½; 494½; 495½; 496½; 497½; 498½; 499½; 500½; 501½; 502½; 503½; 504½; 505½; 506½; 507½; 508½; 509½; 510½; 511½; 512½; 513½; 514½; 515½; 516½; 517½; 518½; 519½; 520½; 521½; 522½; 523½; 524½; 525½; 526½; 527½; 528½; 529½; 530½; 531½; 532½; 533½; 534½; 535½; 536½; 537½; 538½; 539½; 540½; 541½; 542½; 543½; 544½; 545½; 546½; 547½; 548½; 549½; 550½; 551½; 552½; 553½; 554½; 555½; 556½; 557½; 558½; 559½; 560½; 561½; 562½; 563½; 564½; 565½; 566½; 567½; 568½; 569½; 570½; 571½; 572½; 573½; 574½; 575½; 576½; 577½; 578½; 579½; 580½; 581½; 582½; 583½; 584½; 585½; 586½; 587½; 588½; 589½; 590½; 591½; 592½; 593½; 594½; 595½; 596½; 597½; 598½; 599½; 600½; 601½; 602½; 603½; 604½; 605½; 606½; 607½; 608½; 609½; 610½; 611½; 612½; 613½; 614½; 615½; 616½; 617½; 618½; 619½; 620½; 621½; 622½; 623½; 624½; 625½; 626½; 627½; 628½; 629½; 630½; 631½; 632½; 633½; 634½; 635½; 636½; 637½; 638½; 639½; 640½; 641½; 642½; 643½; 644½; 645½; 646½; 647½; 648½; 649½; 650½; 651½; 652½; 653½; 654½; 655½; 656½; 657½; 658½; 659½; 660½; 661½; 662½; 663½; 664½; 665½; 666½; 667½; 668½; 669½; 670½; 671½; 672½; 673½; 674½; 675½; 676½; 677½; 678½; 679½; 680½; 681½; 682½; 683½; 684½; 685½; 686½; 687½; 688½; 689½; 690½; 691½; 692½; 693½; 694½; 695½; 696½; 697½; 698½; 699½; 700½; 701½; 702½; 703½; 704½; 705½; 706½; 707½; 708½; 709½; 710½; 711½; 712½; 713½; 714½; 715½; 716½; 717½; 718½; 719½; 720½; 721½; 722½; 723½; 724½; 725½; 726½; 727½; 728½; 729½; 730½; 731½; 732½; 733½; 734½; 735½; 736½; 737½; 738½; 739½; 740½; 741½; 742½; 743½; 744½; 745½; 746½; 747½; 748½; 749½; 750½; 751½; 752½; 753½; 754½; 755½; 756½; 757½; 758½; 759½; 760½; 761½; 762½; 763½; 764½; 765½; 766½; 767½; 768½; 769½; 770½; 771½; 772½; 773½; 774½; 775½; 776½; 777½; 778½; 779½; 780½; 781½; 782½; 783½; 784½; 785½; 786½; 787½; 788½; 789½; 790½; 791½; 792½; 793½; 794½; 795½; 796½; 797½; 798½; 799½; 800½; 801½; 802½; 803½; 804½; 805½; 806½; 807½; 808½; 809½; 810½; 811½; 812½; 813½; 814½; 815½; 816½; 817½; 818½; 819½; 820½; 821½; 822½; 823½; 824½; 825½; 826½; 827½; 828½; 829½; 830½; 831½; 832½; 833½; 834½; 835½; 836½; 837½; 838

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FLOWERS and FAUT—Dahlias, Asters, Roses, Holly-
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On Wednesday there will be a display of the GREAT
FOUNTAINS and Entire Series of Waterworks. Military Band
in the Centre. Admission—Wednesday, Half a Crown; Thursday, One Shilling;
Children under Twelve, Half-price.
Notice—The new Half-Guinea Season Ticket will admit to this
Show, and till April 30, 1862.
May be had at the Crystal Palace; at 2, Exeter Hall; and the
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DANIELA SHOW at SOUTH KENSINGTON, WEDNES-
DAY WEEK, SEPTEMBER 11. Doors open at One o'clock.
Tickets, 2s. 6d. each; on the day, 3s. 6d. To be had at the
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The New York Quadrille; New Waltz, the Warblers of the Forest,
introducing a novel effect. A Mozart Night on Thursday next,
Sept. 5, on which occasion the first part of the Concert will consist
of selections from the Works of that great Master; and on
Saturday next, Sept. 7, a repetition of the Volunteer Night, &c. &c.
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Private Boxes, 4s. 1s. and 10s. 6d. Conductor, Mr. Alfred Mellon.

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ASSURANCE COMPANY, 11, Lombard-street, London,
E.C. Established 1811.
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£2,300,000. Income, £207,000 per annum. Assurance fund, inde-
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among the assured.
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Notice of assignment of policies registered.
Medical fees paid by the Company. No charge for policy stamps.
Advances made on life interests and reversionary properties.
Fire Department.—Insurances effected at the usual rates.
Applications for agencies may be made to the Secretary.
THOMAS TELLMACH, Sec.

CLERGY ORPHAN CORPORATION.—Boys'
School.—St. Thomas's-hill, Canterbury. Girls' School.—St.
John's-wood, Marylebone. The next Election will take place in
November.

Candidates should be nominated immediately.
Children are eligible between the ages of 8 and 12.
Forms of application may be had at the office.
Eighty boys and eight girls will be elected.
The votes polled by unsuccessful candidates are allowed to accu-
mulate.
140 children are now in the schools.
Contributions are earnestly solicited to enable the Committee to
extend their operations. Annual subscription for one vote, £1 1s.
Life subscription for one vote, £10 10s.
J. RUSSELL STOKES, M.A., Secretary.
Office, 7, Lincoln's Inn-fields, W.C.

LONDON ORPHAN ASYLUM, CLAPTON,
Instituted 1813, for the Maintenance and Education of
Fatherless Children, of either Sex, and wherever resident. The
next Election occurs on Jan. 27, 1862.
Candidates should be nominated forthwith.
Children are eligible between the ages of 7 and 11.
Forms of petition may be had at the office.
75 orphans have been admitted this year.
141 children are now in the Asylum.
112 74 orphans have been already assisted.
Contributions in aid of the current expenditure are earnestly
solicited, as the Charity mainly depends on voluntary support.
Annual subscription for one vote, 10s. 6d.; for two votes, £1 1s.;
life subscription for one vote, £5 5s.; for two votes, £10 10s.
C. J. DYER, M.A., Hon. Secs.
JAMES HOGGINS, Secretary.
Office, 1, St. Helen's-place, E.C.

ROYAL ASYLUM OF ST. ANN'S SOCIETY,
affording Home, Clothing, Maintenance, and Education to
Orphan and other destitute Children of parents once in pros-
perity, by voluntary contributions, Brixton Hill, Surrey, and
Aldersgate.
Patrons—Her Most Gracious Majesty, the Prince Consort, and the
Royal Family.
New candidates may now be nominated for the next half-yearly
election.
300 children are receiving the benefits of this institution, and
nearly 300 have been succoured by it.
Children eligible under the rules may be purchased into the
Asylum.
Donations gratefully received by Messrs. Spooner, 27, Grace-
church street; or by
Office, 2, Walbrook.
Executors of benefactors by will have the privilege of life
governors for every £50 bequeathed.

INFANT ORPHAN ASYLUM, WANSTEAD.—
There are now 600 fatherless children in this Institution.
Many of them are without either parent.
1863 children, orphans of professional men, tradesmen, and other
respectable persons from all parts of the British dominions have
been admitted.
Nine-tenths of the income are dependent upon voluntary contribu-
tions.
Candidates for the November elections should be nominated
without delay. The necessary forms may be obtained at the office.
Life subscriptions for one vote, £5 5s.; for two votes, £10 10s.;
annual subscription for one vote, 10s. 6d.; for two votes, £1 1s.
HENRY W. GREEN, Secretary.
Off. c, 46, Ludgate-hill, E.C.

THE ASYLUM FOR IDIOTS EARLSWOOD,
REDBILL, SURREY, for the immediate Patronage of
her Most Gracious Majesty the Queen.
The Autumnal Election of the Governors will occur on Thursday,
Oct. 31, at the London Tavern, Bishopsgate-street, for the purpose
of electing 21 Applicants—viz., 5 for life and 16 for the ordinary
period of five years.
Contributions towards this national Charity are earnestly
requested.
There are at the present time more than 380 inmates; and,
although the number of applicants varies from 150 to 200 at each
half-yearly election, the Board can only elect 20. They would
gladly announce a larger number for admission did the funds
permit.
A Second Visit to Earlswood," by the Rev. Edw. Sidney,
A.M., and other pamphlets illustrating the workings of the
Charity, may be had gratuitously, on application to the Secretary,
Mr. William Nicholas, to whom all orders should be made payable.
Annual subscriptions, 10s. 6d. or £1 1s.; Life ditto, £5 5s. or
£10 10s.
The Elections occur regularly in April and October.
JOHN CONNOLLY, M.D., D.C.L., J. Gratulatus
ANDREW REED, D.D., Secretaries.
Office, 29, Poultry, E.C.

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